



# latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET  
VOL. 25 JUNE

J. MC CARTHY 180  
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MT. PLEASANT, MI 48858

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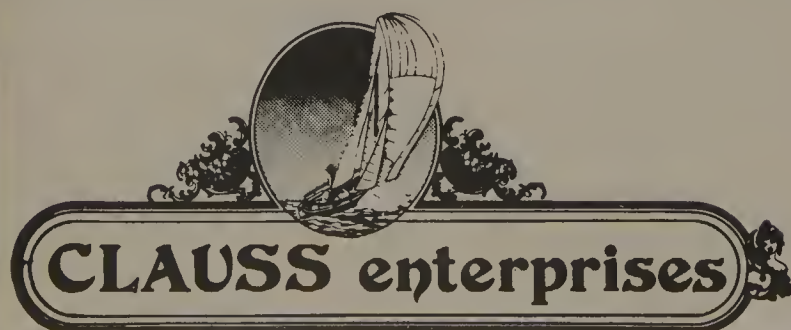


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# The Score Card

So far this season 'Team Pineapple' has done well in the formidable A Division of the IOR class. (Team Pineapple is any boat which uses sails from our loft, and which is thus 'Powered by Pineapples'). The following list gives an idea of what we mean by doing well:

<u>Race</u>	<u>Status</u>	<u>Name</u>
Montara-Farallones	Lost	
Schoonmaker-Stewart	Won	Brown Sugar/First to Finish
Coyote Point YRA	Won	Brown Sugar/Both Ways
Farallones	Won	Brown Sugar/Overall
Knox YRA	Won	Brown Sugar/Overall
Buckner	Won	Sweet Okole/Overall

We're not new to the fleet of larger IOR boats. When we opened our loft in '73, there was one boat in 'Transpac', the Honolulu Race, which was Powered by Pineapples. She was 'Chutzpah' and won the race overall. Then she came back the next time and won the race again, overall.

We are proud to be the loft which, aside from providing you with the finest sails available, also provides you with the best and most personable service in the business. This is true for the sailor who sails a boat which fits in the back of the family station wagon, to the sailor who sails a specialized racing machine.

To you that means better, faster sails.

So when Team Pineapple seems to be winning a lot of races, it should come as no surprise.



PHOTO BY DIANE BEESTON

Brown Sugar \* heading for line honors in the Farallones Race.



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\*Powered by Pineapples

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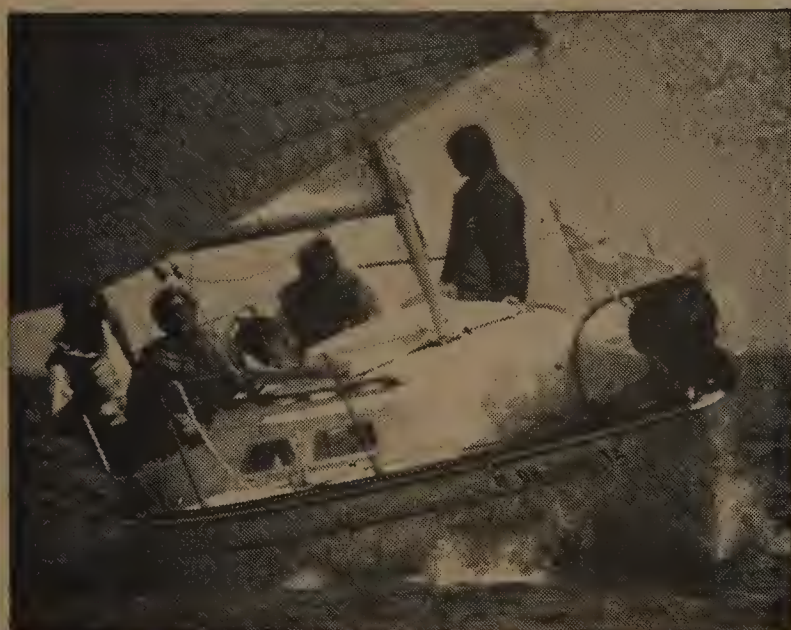


# KERMIT PARKER YACHT BROKERAGE

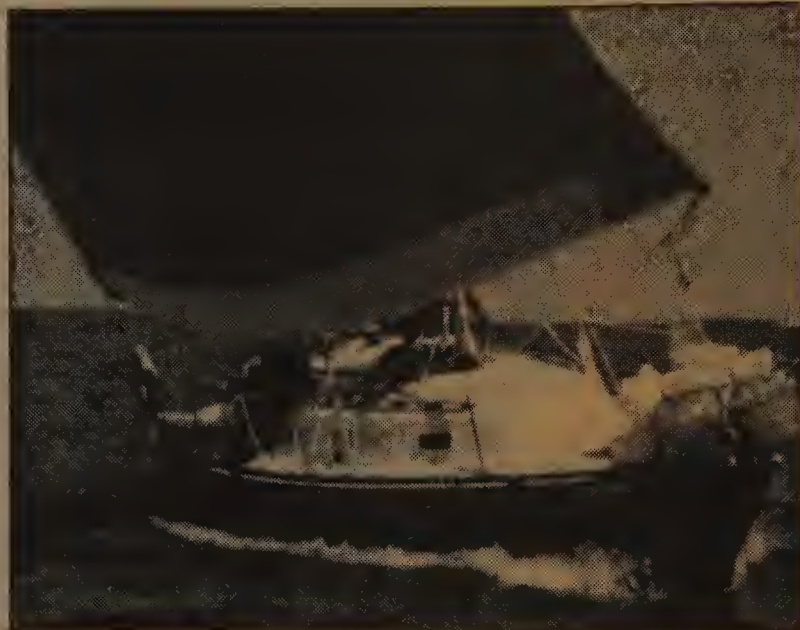
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San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901

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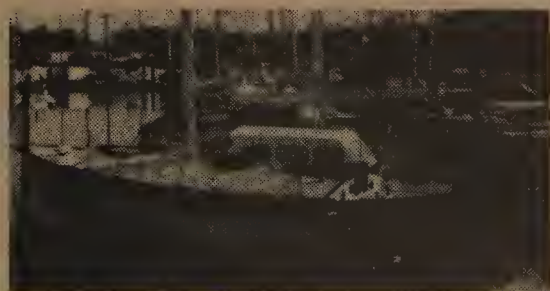
**AMF PACESHIP 23** — Complete package ready to go now. Includes 3 sails, E-Z Loader trailer, electric start outboard, galley, lifetime warranty and much more. **\$14,800.**



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**CT 34** cutter, built in '76 and hardly used. She is a traditional type that has the strength, practicality and low maintenance of fiberglass combined with the warmth and beauty of teak. An anxious owner is asking **\$51,700.**

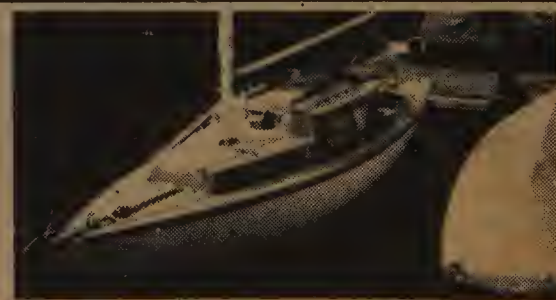


**KENDALL 32** cutter with diesel, main, jib, staysail, 80 gal. water and 27 of fuel, winches, anchor with bow roller and more. A heavily built hull and finished by a craftsman. Virtually a new boat with no use on her gear. A good value at **\$44,950.**

### SELECTED BROKERAGE

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30' Bay Island . . . . .	\$ 36,500
30' Danish Motorsailer . . . . .	21,500
31' Angleman Sea Sprit . . . . .	42,950
32' Kendall . . . . .	44,950
32' Challenger . . . . .	42,000
32' Tahiti Ketch . . . . .	29,500
32' Columbia . . . . .	36,500
32' Westsail . . . . .	37,000
32' Aries . . . . .	35,000
32' Danish Pilot Sloop . . . . .	26,500
32' Archer Cutter . . . . .	25,000
32' Monterey Motorsailer . . . . .	28,000
32' Atkins Eric . . . . .	35,000
33' Tahiti Type Ketch . . . . .	25,000
34' Islander . . . . .	32,500
34' Frans Maas Yawl . . . . .	26,900
34' CT . . . . .	51,700
35' Formosa Ketch . . . . .	42,500
36' Peterson 1 Ton . . . . .	65,000
36' Farr 1104 . . . . .	72,500
37' Robb Yawl . . . . .	37,500
39' Custom Yawl . . . . .	57,500
40' Newporter . . . . .	55,000
40' Herreshoff . . . . .	45,000
40' Garden Cutter . . . . .	37,000
41' Islander Freeport . . . . .	105,000
41' Gulfstar . . . . .	77,000
41' Alden Motorsailer . . . . .	68,000
41' CT Ketch . . . . .	69,500
41' CT Ketch aft cabin . . . . .	70,000
43' Garden Porpoise . . . . .	85,000
46' Custom Ketch . . . . .	82,500
56' German Steel Ketch . . . . .	150,000



**SCANDANAVIAN 28'** custom cruising sloop built in '60 with most of the boat being re-conditioned and rebuilt during 1977-78. She has a Volvo Diesel with a new prop and exhaust system, all new interior cushions, new blocks, sheets and halyards, and all new thru-hulls. Asking **\$11,950.**



**FOLKBOAT** that has been modified to go cruising. She has 4 sails, a custom interior, and a 10 hp Seafarer inboard. She is a beauty and must be seen to be appreciated. Owner has purchased a larger yacht and wants to sell. Asking **\$10,000.**



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remember . . .

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IS JUNE 17th AND WE'VE GOT  
SOME SPECIAL SUGGESTIONS . . .

### Swift Binoculars

Skipper's model, 70x15

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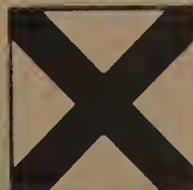




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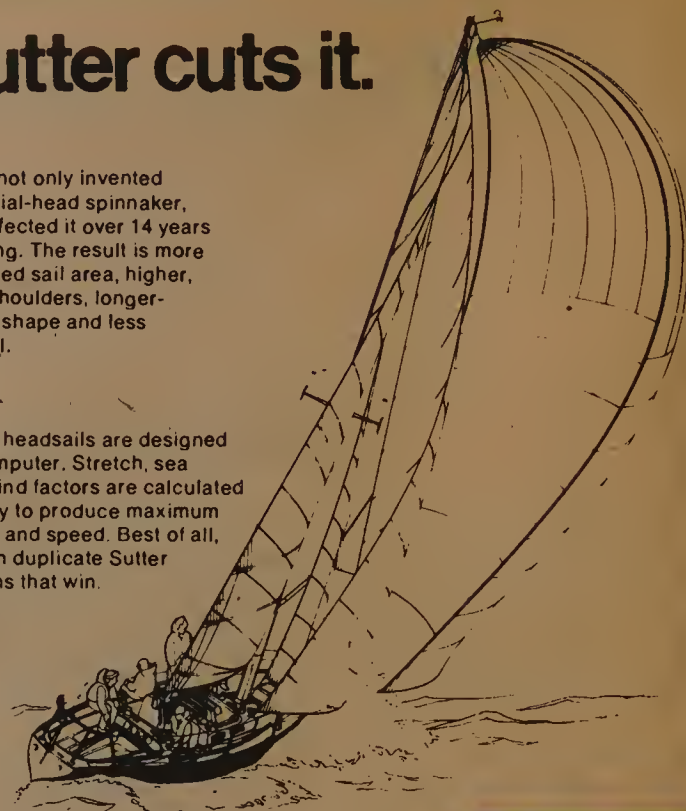
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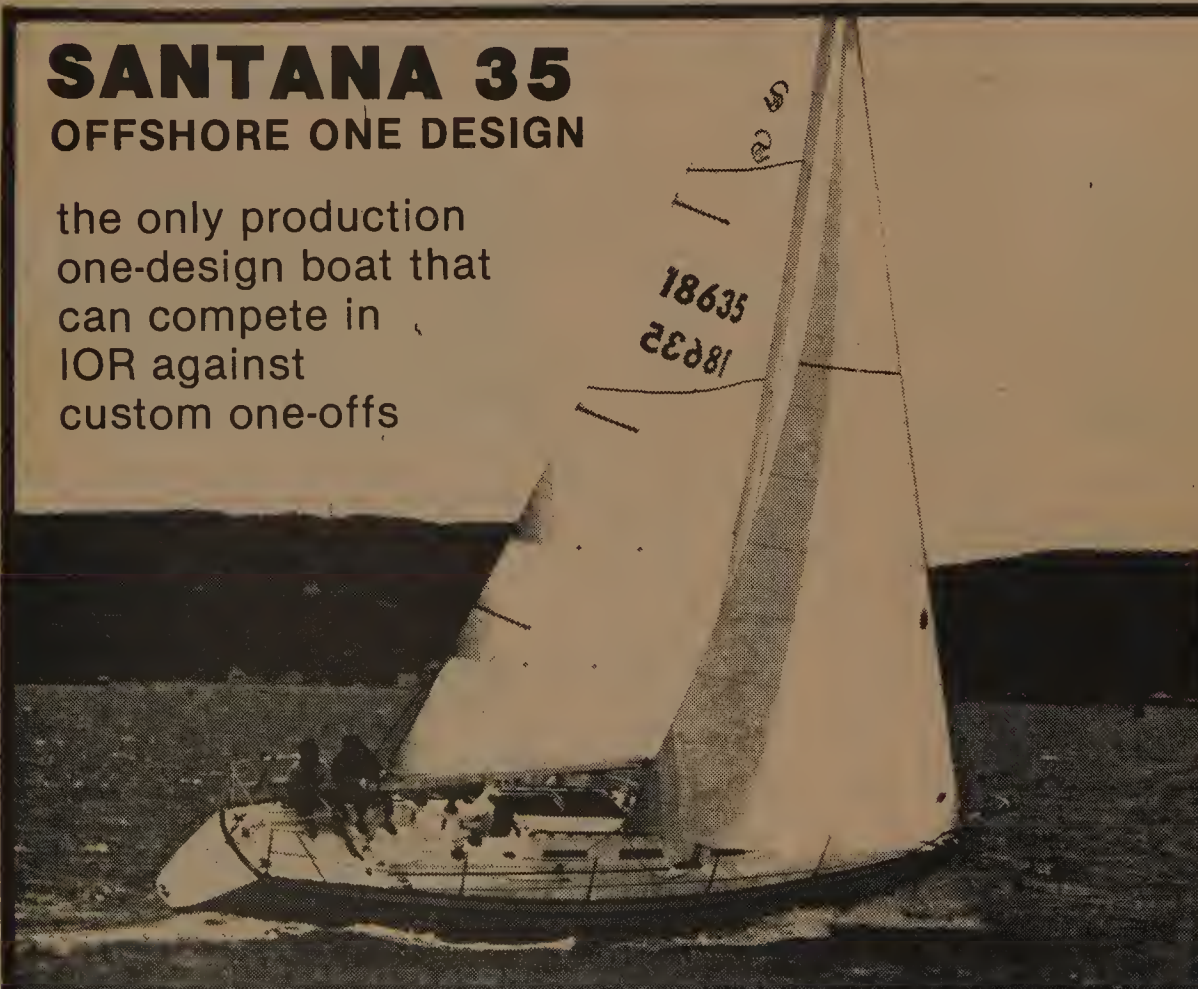


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custom one-offs



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Ano Nuevo: 2nd overall  
IOR  
Monterra/Farallone: 1st  
SEC.II  
Schoonmaker-Stewart:  
1st Sec. II  
1st overall, and  
1st on elapsed time  
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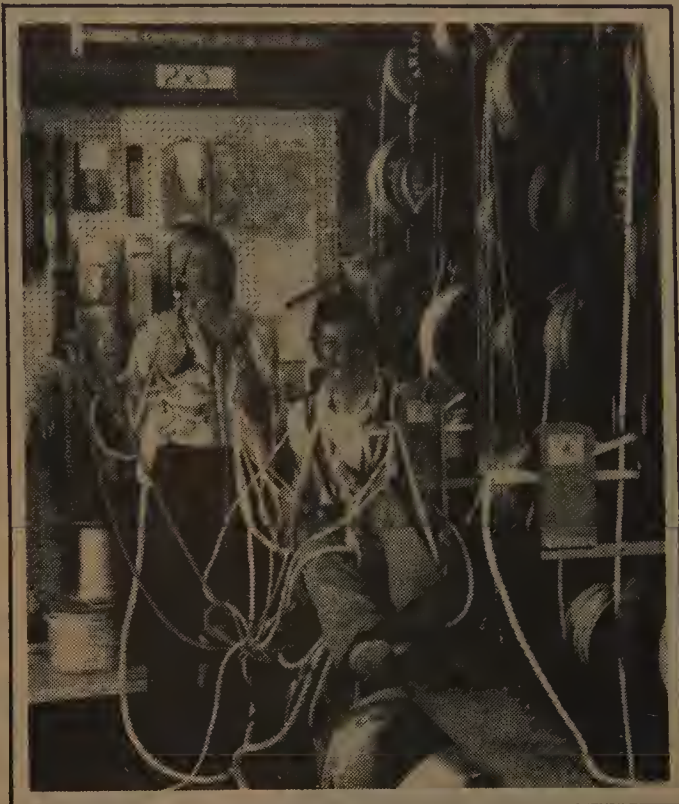
latitude  
**38**

Richard Spindler — Editor & Publisher  
Kathleen McCarthy — Advertising Manager & Co-Publisher

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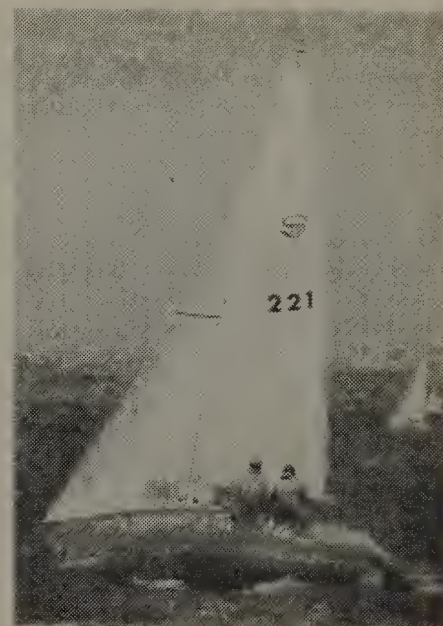
**OBSESSED**

Santana 30  
1st Place - MORA, Division 3  
1979 Half Moon Bay Race  
Owner: Don Tucker



**PACIFIC HIGH**

S.O.B. 30  
1st to finish, 1st Overall (PHRF)  
1979 Ano Nuevo Race  
Owners: Don Snyder,  
George Olson, Dennis Bassano



**PIZAZZ**

Santana 20  
1st Place - One Design  
1979 Metropolitan Midwinters  
Owner: Gary Clifford

# What gives Gary **PIZAZZ**?...

... makes Don Tucker **OBSESSED**

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**50' CLASSIC YAWL.** Elegance and prestige along with a great race record. **\$99,000**

### SAIL

18' Herreshoff America	\$ 8,000
23' Sloop Lapstrake	13,000
23' Ranger	12,500
24' Columbia	6,500
25' Cal	9,100
25' Crosby	11,980
25' Van Dam	8,500
26' Ranger	13,000
27' Tartan	18,500
28' Dolphin	15,500
28' Triton	(2 from) 19,500
29' Royal Cruiser	23,950
2-29' Cal	32,500
30' Knarr	6,000
30' Tartan	34,000
32' Westsail	(3 from) 56,000
32' Challenger	42,000
33' Fjord	59,000
33' Cheoy Lee Clipper	60,000
33' Allied Luders	41,500
33' Pearson 10 Meter	45,500
34' CT	(2 from) 48,000
34' Block Island	29,500
34' Maas Yawl	26,900
34' Nichols	34,900
34' Hans Christian	58,500
35' Ericson	52,000
35' Stone Sloop	24,000
35' Alberg	37,500
35' Magellan (Motor Sailer)	41,900
36' Angelman	53,500
36' Islander	(3 from) 50,000
36' Peterson Schooner	76,000
37' Garden Ketch	52,000
39' Columbia	63,500
40' Cheoy Lee Offshore	69,500
40' Challenger	76,000
40' Rhodes	48,500
41' Swan	145,000
41' Cheoy Lee	89,000
41' CT	68,500
41' CT Center Cockpit	70,000
42' Fin Keeler	65,000
42' CT	75,000
42' CT Center Cockpit	80,000
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54' CT	175,000
56' Steel Ketch	150,000
60' Herreshoff	220,000

### POWER

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27' Chris Craft	OFFERS
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Particulars are believed to be correct but are not guaranteed. Subject to price change, prior sale or withdrawal without notice.



# LETTERS

Latitude 38,

Enclosed find check for reupping my sub. to Lat. 38.

Now that I have your attention.

I hope that you will be able to get your camera fixed before the next Sailors (Pervert) Calendar comes out. Mine is still good. It didn't begin to work until this year.

Also I enjoyed the article, *The Last Voyage of the Idalia*, which I first read as *The Last Temptation of Delilah* with a few names changed in *Motor Boating and Sailing* in April '71. Anyway it was quite interesting.

R. Michel Impens  
Mountain View

R. Michel — As you might well expect from Latitude 38, we're thinking bigger and better this time for the Perverts Calendar. And not just anatomically — how's abouts a 4-color poster? We're taking applications for posers right now!

You're right about reading something very similar to *Idalia* back in '71. *Idalia* was the real name of the boat, and we printed it word for word the way Jan Tompkins wrote it — except for the names of the people aboard. Why did we change the names? Well, as we understand it, the Captain of the *Idalia* is using his experience on *Idalia* to verify his sailing talents for a current marine enterprise — and he may not take too kindly to Jan's remembrance of the voyage or our printing it.

Latitude 38,

I just got through paying \$150 worth of P.G.&E., the Telephone Co., parking tickets, etc. — the enclosed check for a subscription is the only worthwhile check I've written today!

Brendan Meyer

Brendan — You are a man wise behind your years.

Latitude 38,

You guys say you tell it like it is, so how come you don't name the "boat in trouble" in May? Could it be that Taiwan-made boat is an advertiser?

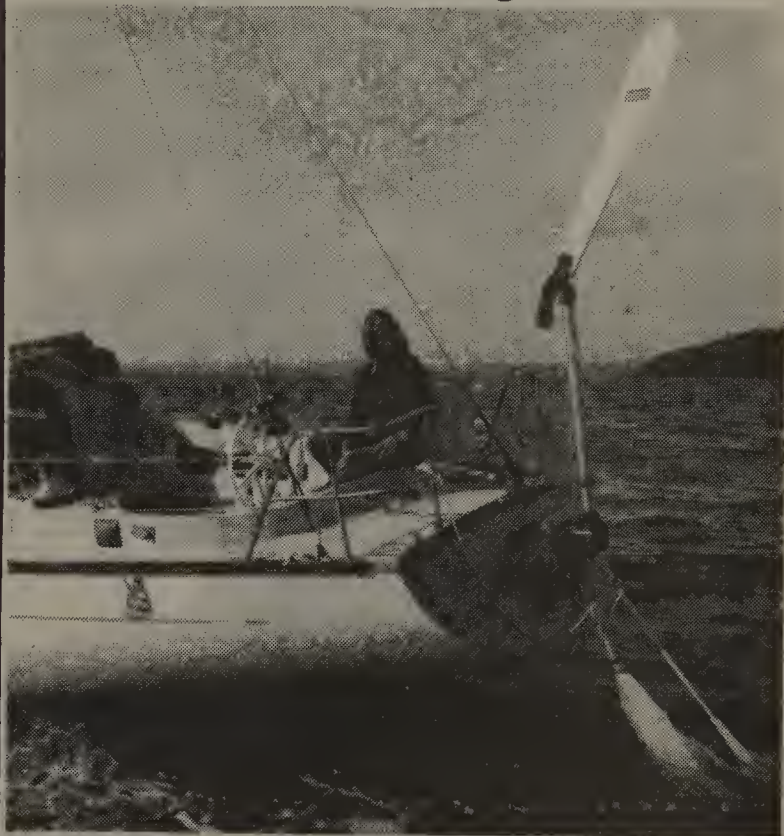
George Roman  
Walnut Creek

George — We don't recall ever saying that we 'tell it like it is'. We're pleased if our readers get that impression, but we hope we never confessed to being so virtuous.

Nevertheless, we think you do us an injustice by being so quick to suspect us of having brown noses. What we printed was a letter we recieved 4th hand from Kathy Shirk. We never talked to the Shirks or anybody who had talked to the Shirks. We didn't name the boat because it wasn't mentioned

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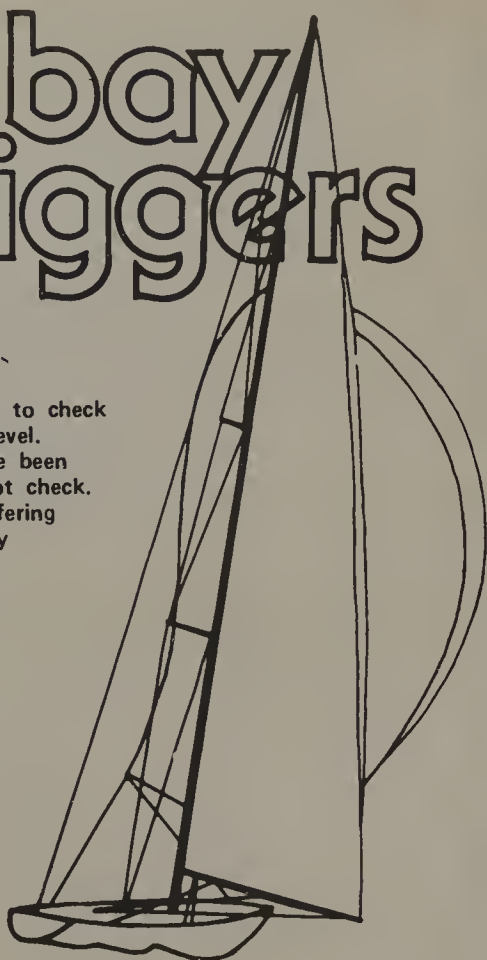
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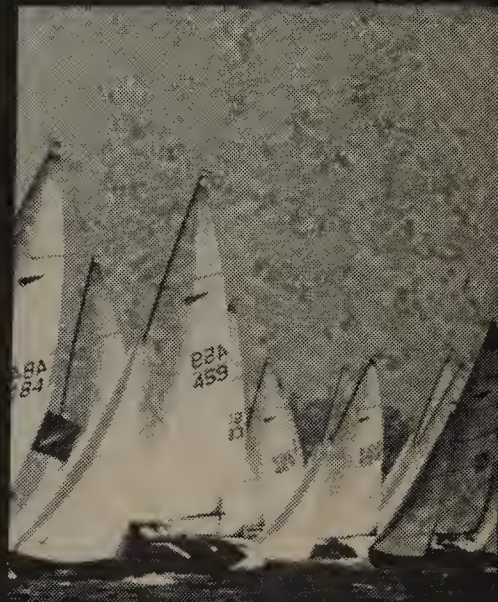
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— ASK ART —

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## The Hans Christian 38 II

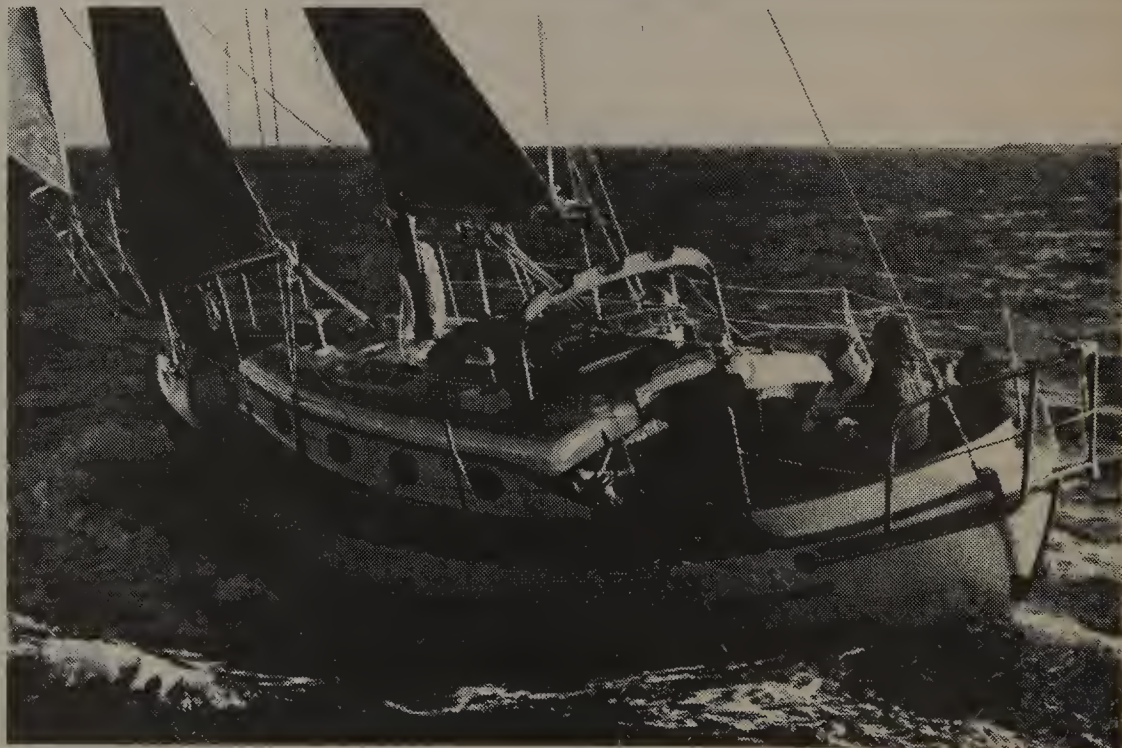
The 38 II can be described as the perfect blue water cruising live-aboard.

Its impressiveness earned it the "Best of Show" award at the recent "Boat Show 79" event at the Oakland Coliseum.

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# LETTERS

in the letter and we didn't know what the hell it was.

And this is probably as good a time as any to point out that we don't print accident reports to damn products. Our purpose is to let our readers benefit from unfortunate incidents without actually having to go through them. Readers should be careful not to jump to conclusions about products involved in accidents; it is certainly wiser to wait to get facts if they ever become available.

As a personal matter, we'd be far more interested to learn who manufactured the Shirk's spar than who manufactured the boat.

Latitude 38,

Tom Wylie is right on . . . you should do a story on *Spirit*. Over her 15 years she was crewed by some of the finest sailors around: Ron Holland, Doug Peterson, Tom Wylie, Gary Mull to name a few. Ironically, these guys were sailing *Spirit* before they ever got famous. Some of us went cruising after *Spirit*, got into sailing cargo ships and whatever. So far I'm the only one to try politics, but who knows? Kiskaddon had a remarkable knack for putting together great boats with the best crews.

Norman L. de Vall  
Supervisor - Mendocino County

Norman — You get our vote for having a good idea. Since *Spirit's* longtime owner, Peter Sutter, has just left on his new *Wild Spirit* for Hawaii and Christmas Island, we'll have to keep it on the back burner for awhile.

Latitude 38,

Am interested in feasibility of cat boats for use on either bay area waters or out of Santa Cruz.

Having sailed these as a gaff-rigged outfit on Maine shore waters as a youth . . . Who builds, sells, has plans, of a size beyond a Beetle Cat? Rather a day-sailor like the old Crosby Cat . . . wide beam, spacious cabin, strong centerboard, large and deep rudder, 20 to 24-foot LWL.

Family use, 6-8 people in cockpit, not for racing.

A.P. Barnes

A.P. — We're going to have to plead ignorance, because we just don't know. The closest experience we've had with cats is the kitty variety. But if a reader with the low-down would like to respond, please do.

Hello Latitude 38,

Last issue the woes of moving ashore were compared to the wonders of life afloat. What no one seems to mention is living aboard ashore: i.e. no aqua under one's keel. Disembarking is no longer a hop and a skip to the dock, but rather a

# LOOK!

**Out in the Bay...**

**It's a Flying Junior**

**It's a 505**

**NO!**

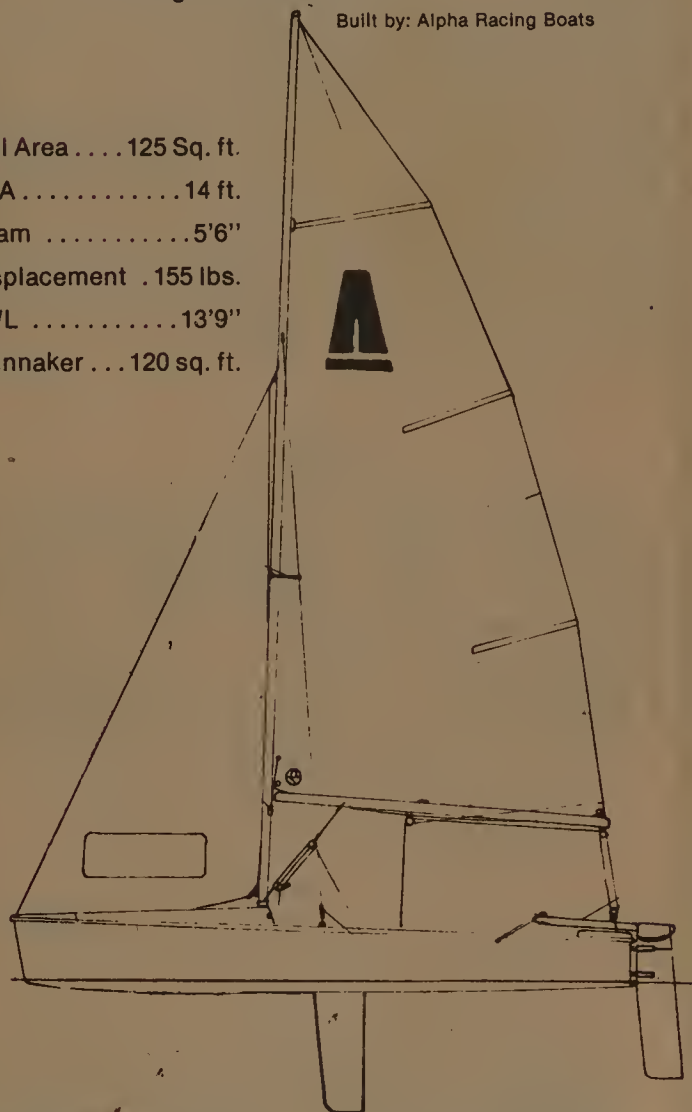
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Steady as a rock down wind  
Rig in 15 minutes

Built by: Alpha Racing Boats

Sail Area . . . 125 Sq. ft.  
LOA . . . . . 14 ft.  
Beam . . . . . 5'6"  
Displacement . 155 lbs.  
LWL . . . . . 13'9"  
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# There are two kinds of cruising boats — Allieds and Taiwans.

## One is serious

The fact is that the more knowledgeable and experienced the sailor, the more likely he is to choose an ALLIED. Why? We'll tell you!

When you get aboard an airplane, you feel fairly secure because, first of all, your plane isn't going to crash, it can't happen to you and because there are carefully controlled safety standards and inspections designed to insure your safety. When you go to sea in a boat, it's only you and the ocean which test the craft. The list of horror stories on cruising yachts is endless. An ALLIED YACHT has not failed yet. That's a fact.

Why is this so? What does ALLIED do differently? Well, to start with, they leave off about 90% of all that 'beautiful' exterior teak that only a millionaire can maintain and which will cause your



ALLIED  
PRINCESS



decks to leak and end up being a major embarrassment. The beauty of an ALLIED is in the lines, in the way she sails, in the hidden construction techniques and the functional design.

At ALLIED, a special slow curing resin is used, and the hull lays in the mold twice as long as the average hull. When you stop by to look at an ALLIED, sight down the hull and try to see any waver or warping from having been pulled from the mold too early. Try to find a place where the impression of glass cloth has bled through. Go ahead, we dare you! Another thing you might notice is that from the inside you can see light through the ALLIED hull. That makes some ill-informed people nervous so most manufacturers put in one layer of dark paint or gelcoat to prevent that light from showing through. At ALLIED this is not done for two reasons. First, during the lay-up, air bubbles can be more easily seen and eliminated. Second, because of the pigmentation in the catalyst any area where the resin and catalyst are not thoroughly mixed can be readily spotted. You won't find any uncured spots in this hull.

The bulkheads are spaced back from the hull with a special bonding process used between the hull and bulkhead to allow for flexing of the hull, precluding any hard spots which could eventually lead to failure of the hull in heavy pounding.

The hull to deck joint is bonded with four layers of mat and further secured with one quarter inch stainless steel bolts and the whole thing is capped with a heavy extruded aluminum rail. Not one has pulled apart yet that we know of.

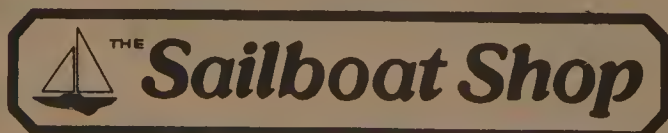
We could go on indefinitely about the little things that ALLIED does to attract knowledgeable and expert praise. The little things that the novice is likely to overlook or think unimportant. The little things that helped BABINKA, an ALLIED Seawind, sail back into the harbor after a 360 degree roll over in a storm. (We'll let you hear a tape made by the man it happened to). Some boats would not have returned from that one.

You think maybe this is all yacht sales B.S.? Go talk to a few reputable marine surveyors. They are the people who look at all the broken boats that do make it back. Go talk to an experienced marine insurance broker. He's the guy who pays when they don't come back.

If you want to cruise somewhere beyond Angel Island, ALLIED's SERIOUS CRUISING YACHTS will enhance your life expectancy, leave a little more money in your pocket, and provide you with the peace of mind to truly enjoy your sailing.

Oh yeah, there's one other thing. When it comes to sailing, any barge will go down wind but will they go to weather? Don't forget, it's a beat out through the Golden Gate and half the time against the current. An extra ten degrees will cost you an hour from Alcatraz to the Gate.

The plain hard fact is that when it comes to serious cruising the smart money is on ALLIED. If you take the time to check it out, you'll understand why.



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# LETTERS

six-foot fall. One quickly learns the convenience of a ladder, except when coming home fully laden with groceries.

My mobile home now lays motionless. The kerosene lamp no longer swings. Mooring lines are mute. Not so subtle incongruities occur down below. Walking is now either uphill aft or downhill to the bows. My dinner continually sees its way to the lower end of the table and sleeping occurs somewhere between vertical and horizontal. Boats were just not designed to be lived in out of the water.

Despite the drawbacks, one should not overlook the benefits. For one, the view is fantastic. I was fortunate enough to get the corner suite here at Harbor marine Hotel and Boatyard in scenic Santa Cruz. Last year I enjoyed this corner suite for all of a month and a half. Their rates are still a bargain even though they lack elevators and maid service.

This haulout will only last six days then life will revert to the normal. Once again I will be able to take a leak off the transom and not get cussed out by the fellow standing beneath. (How was I supposed to know he was down there looking at my propellor.)

See you at the *Marilyn Munroe Benevolent Race*.

Yacht Coaster  
Santa Cruz

*Say Coaster — We know it's none of our business, but calling your boat a mobile home? If we was you, we'd keep a real close eye on the boom till this whole thing blows over.*

Latitude 38,

First, as usual, your May issue was excellent. Thanks for mentioning *Monique*, who saved my ass, by towing me to the start of the Singlehanded Farallones Race.

But, in fairness to Mark Rudiger and Tarten Tens everywhere, I was far from the first boat around the Farallones. In fact, Mark was out of sight when Dee Smith, Don Keenan and I rounded.

Second, our plans for a Bay Multihull Race are firming up. It will be held Saturday, July 28. The start will be off Ballena Bay in Alameda. It will be open to all cruising multihulls, 20 feet and over in length. There will be both elapsed and handicapped trophies.

Entry forms, course and general information can be obtained by writing to: Paul Mazza at 1064, Tulane Ave, San Leandro, Calif. 94579. Or, phone (415) 895-8509.

Thanks again,  
Paul Mazza

*Paul — Thanks for setting the record straight.*

*Some of you may wonder, as we did for a long time, why multi-hulls do not race in YRA races with the mono-hulls. They can't, because YRA rules require that all boats must be self-righting.*

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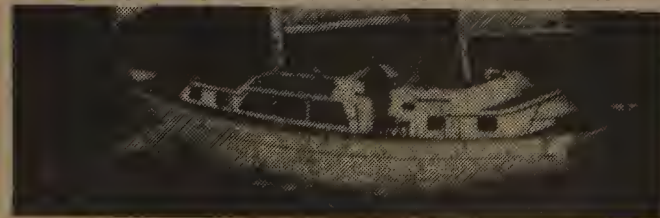
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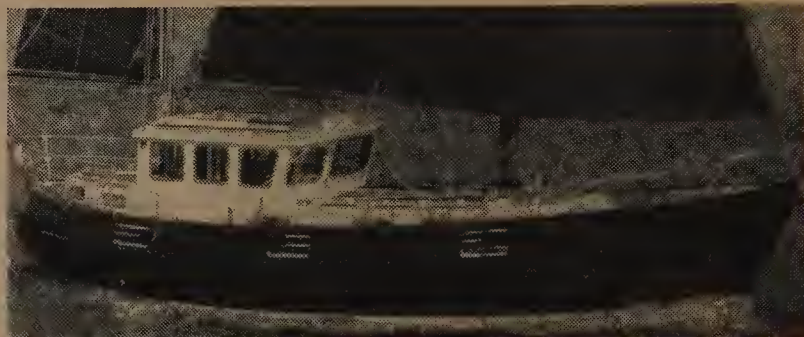
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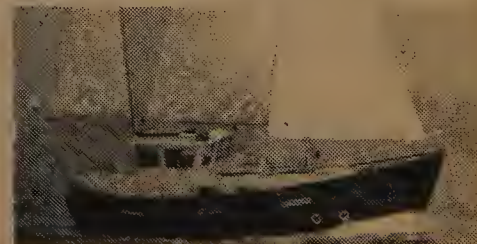
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# VALLEJO

We were sitting on a dock in Belvedere Cove, watching the boats go by through our gin fizz glasses. The sun was warm. As I reached for another piece of cheese, somebody said, "How was the Vallejo Race last week?"

"Great," I said, thankful that I was wearing sunglasses. It's the eyes that give you away. "We really had the boat going."

"Weren't you scared out there?" asked someone else. We walked inside to get a refill. My sunglasses were still on. "No," I said.

Strange how being back on terra firma can erase all the misery, make you actually consider getting on a sailboat again.

The race had begun at 12:40, but the day began at 5:30 a.m. when our daughter Elizabeth awoke with a howl. I got her ready and fed as my husband, Bruce, loaded the car. We had two sets of sails, a spinnaker, 2 cases of beer, ice chest, and enough food to feed four Incredible Hulks. The high chair and playpen, diaper bag, and two bags of clothes barely fit in the back. We'd had to buy a station wagon the day before.

"What's this? We don't have much more room," Bruce said, peering into one of the bags. In it were little plastic containers with lids, full of interesting things like pureed carrots, prepared baby cereal, bananas, and leftover zucchini.

"I told my mother I'd bring the food for Elizabeth." My parents were going to keep her for the weekend and I knew my mother would be lucky to have any strength left to prepare food.

We jumped into our new wagon and drove to the marina. I dropped Bruce off and drove on to Grandmother's house, a 40-minute jaunt. On the way back I noticed that the gas tank was close to empty. I had no intention of stopping for gas, however. I had to get back for the race!

We started at the Berkeley circle. It was a beautiful day, but the forecast was for rain the following day, which meant the wind would pick up later. As I began to get nervous, my husband asked, "How is it going, Scrappy?" He calls me names like Scrappy or Champ when we're racing, probably to boost my confidence. I felt about as scrappy as a Hostess Twinkie.

I looked up at the sky, praying for the wind to be light. Bruce said, "I hope the wind picks up, I want to try reaching with my new chute." My stomach turned over. I usually take the tiller when we have the spinnaker up, so Bruce is free to run all over the boat, pulling on lines and giving orders. Definitely Type A behavior.

We got a good start and were first to the windward mark. We popped open the spinnaker, popped open a few beers, and headed for Vallejo. The winds were light, reaffirming my faith once again. After we got through the Richmond-San Rafael Bridge, the winds got even lighter, and I wondered if I should have prayed so hard. The rest of the fleet caught up with us. As we drifted, we noticed a couple of boats in by the shore who seemed to have some wind. "Let's get over there," shouted Bruce, and I headed toward shore. Naturally, the wind quit when we got there, and it looked like there was

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# VALLEJO

good wind out in the middle of the channel. However, by the time we got back out there, the wind was gone. Boats hugging the shore were getting wind. I felt like somebody in *There Oughta Be a Law*. Well, at least we weren't thrashing around, broaching with the spinnaker, which was my greatest fear.

We spent the rest of the race searching for wind. When we did find it, somebody else had already found it first. And used it up. We entered the Vallejo channel in fourth place in the fleet. The former fleet champion, *Shay*, was at least 10 boat lengths behind us. Beating them would take some of the sting out of not being first, we all agreed.

We dropped the spinnaker and struck out for the finish line. The wind was coming directly down the Vallejo channel. As we approached the line, *Shay* had closed the gap to about 2 boat lengths. Do they have their engine going? I wondered. Bruce was tight-lipped. *Shay* was creeping up to our leeward, the wind had died down, and we needed a miracle. *Shay* was even with us now, and moving faster. "Ease sheets" yelled Bruce, and we eased off to pick up boat speed, and we inched over the finish line. We thought it must have been a tie, but we found out later that we had beaten *Shay* by just one second — after 22 hard-fought miles.

We rafted up with all the other boats at the Vallejo yacht club. We managed to get near the end of a row, since our class was the first start the next morning. Party time had begun. People on the Islander 28s were sipping chilled white wine and cocktails out of real glasses. How civilized. The J-24s looked smug all rafted up together near the entrance to the marina. The people on them looked like they were posing for ads for *Sail* magazine. Some of the girls were even wearing white slacks. We poured a round of gin and tonics and watched the activity.

The yacht club was a real scene. We remembered the spaghetti from last year, and decided to hike to a restaurant farther on down the channel. As we walked through the club on our way out, I could see people eating the same kind of giant condor wings we used to get in the dorm at college. Yes, complete with the mashed spuds and yellow gravy.

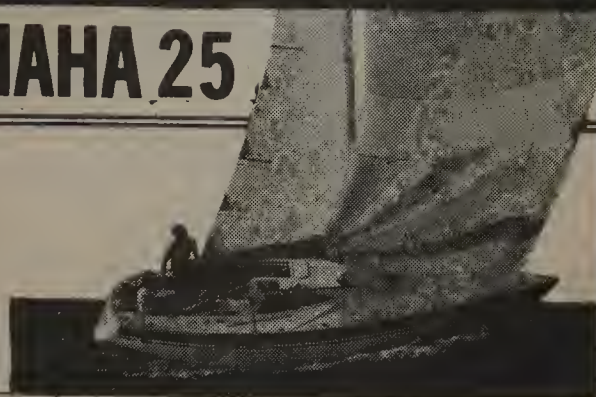
We all four had prime rib and plenty of wine. After the day on the bay, we made real pigs out of ourselves. At the end of the meal, the waitress brought chalky mints in those miniature paper cups they use for Salk vaccine.

A taxi took us to our motel, overlooking scenic I-80. We had two double beds, one for Ken and Peter, and one for Bruce and me. Ken and Peter said "Goodnight, Honey," to each other in falsetto voices and we all fell asleep, or at least halfway. Peter was snoring, and every time I turned over the mattress sounded like somebody eating Fritos. The pillow was about as plush as a Kleenex. I thought of throwing the pillow at Peter to stop his snoring, but I knew it wouldn't travel that far.

The next morning it was raining. We stepped around a plastic bag full of sardines that someone had thoughtfully placed outside our door, just in case we wanted to go fishing,

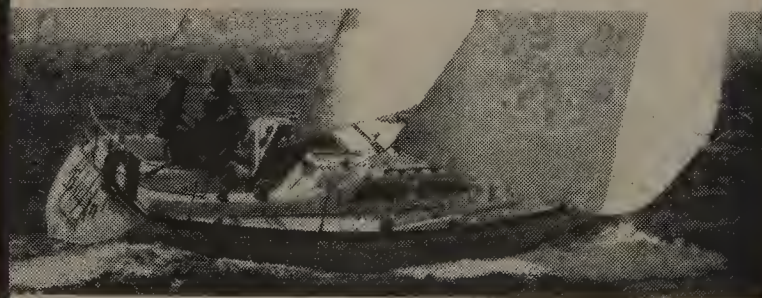
## Don Wilson YACHT SALES

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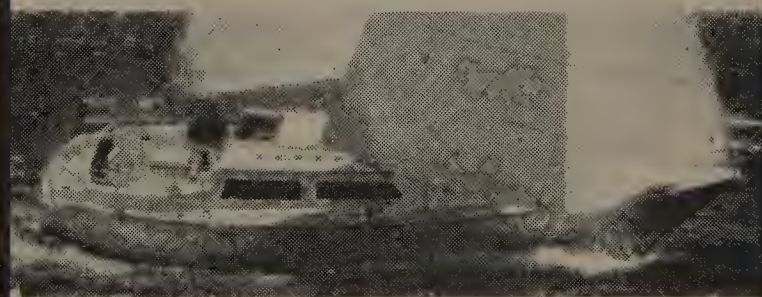
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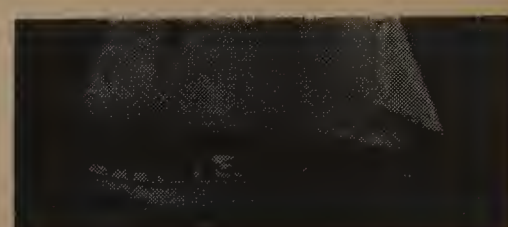
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# VALLEJO

I guess. A taxi took us back to the yacht club. We waited 15 minutes in line and paid 47 cents each for coffee that looked like it had already been used. I spilled most of mine climbing over boats.

We ate bear claws that I had carefully chosen because they had no preservatives in them. I had felt like a junk food junkie at the supermarket, when the checker saw all the chips, cookies, soda pop and other carbohydrates in my cart. "You see, we're racing on a sailboat up to Vallejo," I said apologetically. I could tell from her courtesy smile that she would never understand.

The logjam of boats was beginning to break up. The sky showed a little blue as our fleet milled around at the start. The wind was flukey in the channel, bouncing off of huge cranes, ships in drydock, and submarines at the Mare Island Naval Shipyard. The bear claws were clawing each other in my stomach. I hoped we wouldn't have to reach with the spinaker. As it turned out, at the starting gun, the wind was blowing directly into our faces, accompanied by rain.

It was a long beat all the way back. The boat charged through the wind and rain and chop and I thought, as I always do when we are charging through the wind and rain and chop, *NEVER* will I do this again. Childbirth was worse, but at least I had something to show after all my efforts. We won't even get a trophy for *this*.

"Does anybody see the Richmond-San Rafael Bridge?" Bruce shouted. Fog was hanging all around the land, though we could see other boats. We decided to stay out near the deepwater ship channel, where we knew the water was plenty deep and the current should have been helping us. "Then why are those other boats close to shore going faster than we are?" I wondered. I wished I had windshield wipers for my glasses. Finally we came around Red Rock and saw the bridge. We passed under the north side and began looking for the finish line.

The finish was YRA bouy 25 off Paradise Cay. We still hadn't spotted it but at least the rain was quitting. We spied a committee boat and as we slogged up to the line, another boat in our fleet cut across our bow and we knew we had another close finish on our hands. The other boat, *Paphean* tacked to cover us.

We tacked into a big hole full of lumpy water. The two boats bobbed around. We figured that since we couldn't lay the committee boat anyway, we might as well tack. The other boat tacked to cover, but had to tack again to avoid a Ranger 23 for the line on starboard. We eased off, got the boat going, while *Paphean* was still dead in the water, and cruised smartly over the line, acing out *Paphean* for third place.

I finally relaxed even though I knew we had to sail all the way back to Gashouse Cove and it would be at least 3 or 4 more hours before I would see Elizabeth again. I had extracted a vow from my husband that *just this once*, when we got back to the marina, we would get in the car *immediately* and go pick up our daughter — none of the usual 45-minute scrubdown. Sure. I was still pacing 45 minutes later as my

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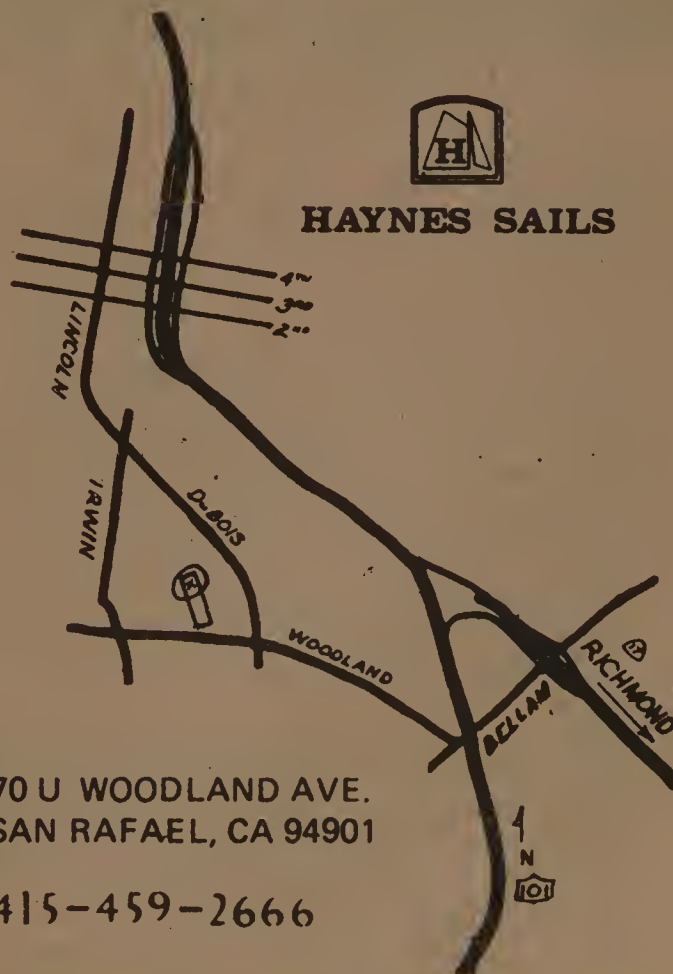
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# VALLEJO

husband locked up the boat.

We drove across the bridge and dropped Peter off at his house in Oakland. "Gas gauge is low," I said. We looked for an open gas station in Peter's neighborhood. SORRY signs were posted at every station.

"The owner's manual says that even though the gauge points to zero, we still have 3 gallons," offered Bruce. So we confidently got back on the freeway. Besides, I'm an expert at this, I thought. I've logged more miles with the gas gauge on empty than any other way. We were soon to find out that we had bought a car whose gauge really meant business.

We were in the fast lane when the car began to get slow. I managed to cross over 5 lanes and glide down an off-ramp called Happy Valley Road. We were not happy; our faces were burnt and our pants were wet. There were two gas stations just off the freeway. Closed, of course. At least there was a phone.

My father came to pick us up and brought an *Oklahoma credit card* so we could siphon some gas into our car. He said since we were family he'd only charge a dollar a gallon plus time-and-a-half. When we got to my parent's house, my mother was pushing Elizabeth up and down the driveway in the stroller.

"How was it?" I asked, leaping out of the car.

"Great," she said.

But the eyes will give you away every time.

- lee darby

Lee Darby and her husband have been sailing *Osprey*, their 24-foot *Columbia Challenger* since 1975. They, plus many other local *Challenger* owners, plan to enter the *Columbia Challenger Nationals* to be held later this year on San Francisco bay.



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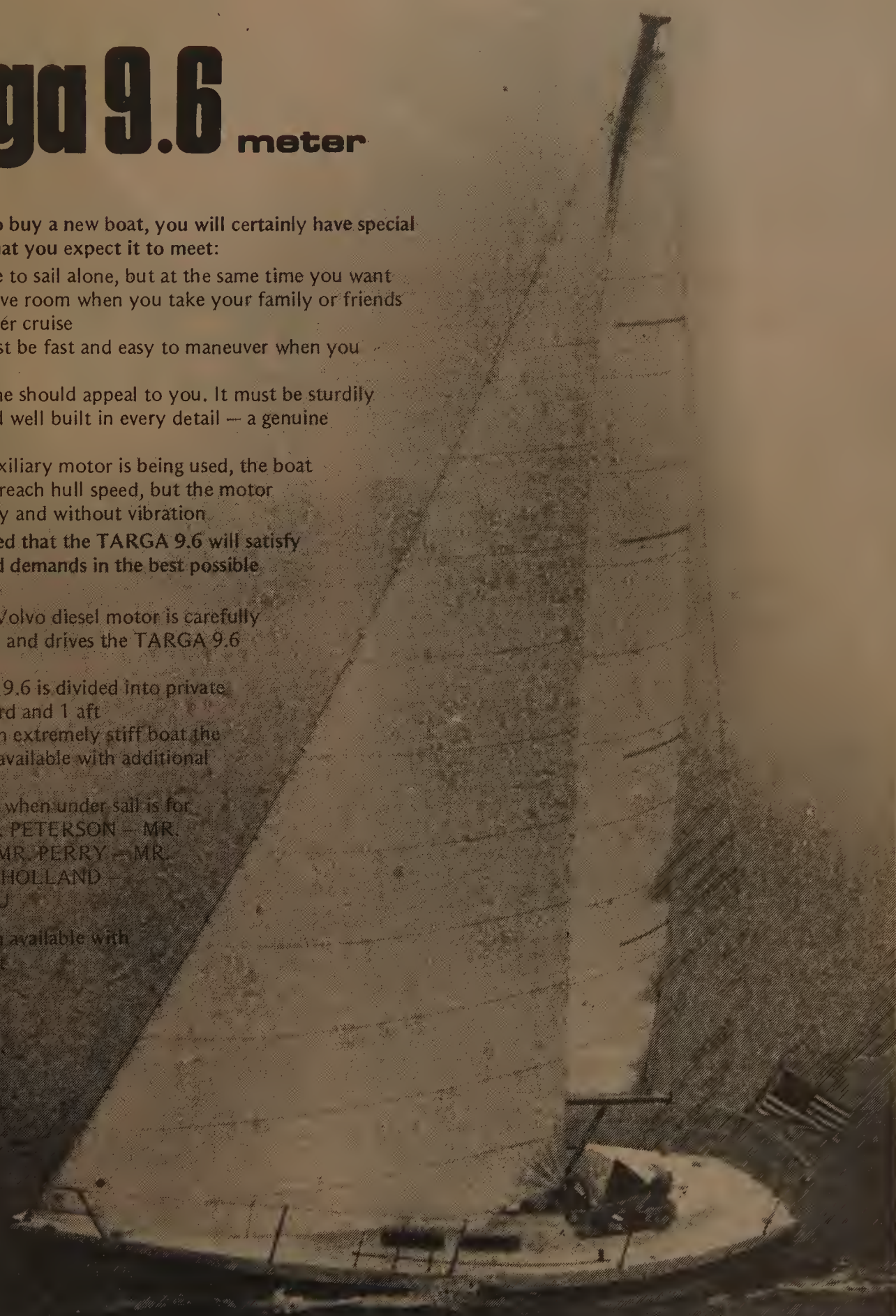
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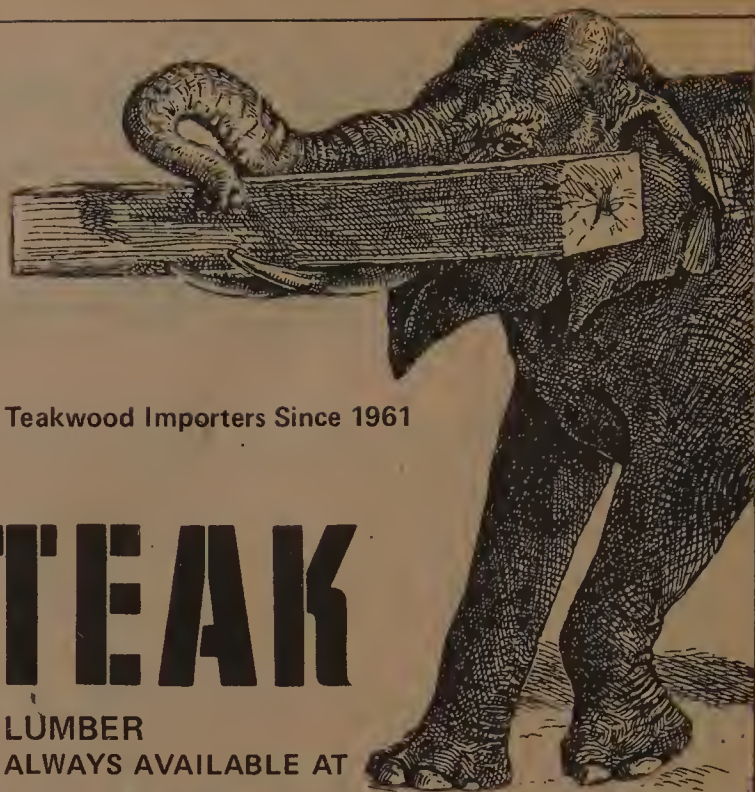
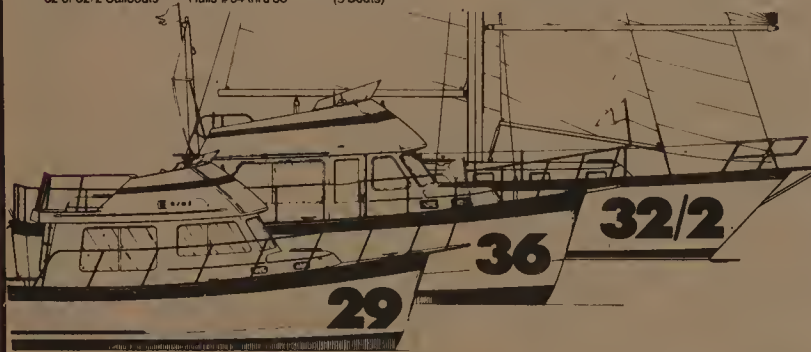
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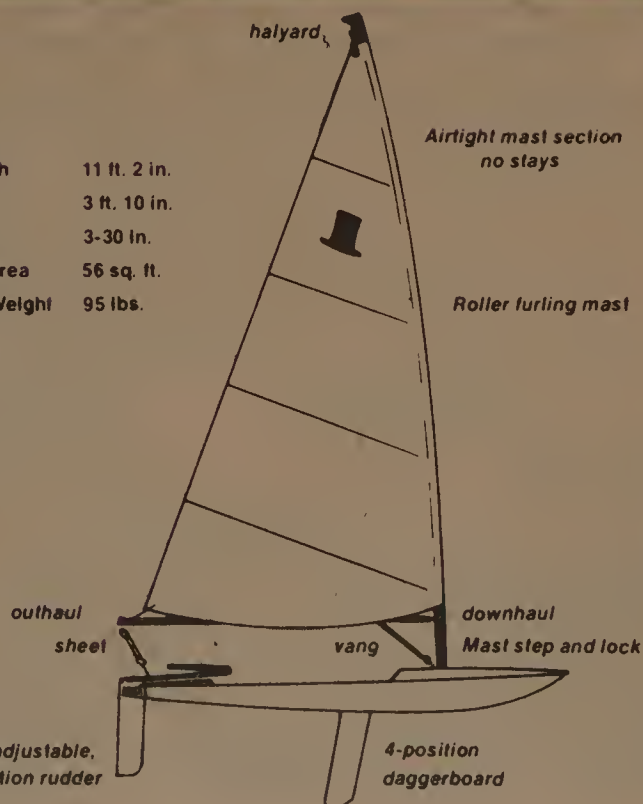
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# M.O.R.A.

I always feel a little guilty missing a race, but after talking to people who sailed this year's *Jr. Buckner* my guilt quickly turned to relief. It was one of the slowest races of the year. The first MORA boat finished about noon on Saturday, and the lead had changed many times during the night.

For the past 3 years the *Jr. Buckner* has been started late Friday afternoon, which makes it essentially a night race. Starting at that time seems to have inhibited participation, and many skippers report problems in getting crew. The prospect of beating up to Drakes Bay after a full day of working has also been offered as a reason for not sailing. I can remember a time when we started off Knox Bouy in the morning and finished in front of the Corinthian YC. I guess you can't please everyone, etc., etc., etc.

Sailing in light airs has one advantage though. Equipment failure is usually at a minimum, and a distress call to the Coast Guard is rare. In other races this season the Coast Guard was called on at least two occasions to tow a boat back to port after a breakdown. While the safety of the boat is the sole responsibility of the owner/skipper, the Coast Guard is there if your boat is sinking and there is immediate danger to the people on board. Otherwise, there should be a means to effect emergency repairs and make port on your own power. The Coast Guard is not the "AAA towing service" of the ocean. They have enough to do with the casual pleasure boaters who get into trouble on weekends. Ocean racers are supposed to have emergency steering systems and operating auxillary motors. Enough said . . .

The final race of the first half of the season is the *Corlett*, which will start off Bonita Cove this time. I hope this helps us get started up to Drakes Bay against the flood, and I'm looking forward to a great 3 days of racing. See you there.

— *franz klitza*

We don't believe Franz got his "great three days of racing" in the *Corlett*. As we understand it Franz and his entire crew were belted by a large wave and thrown overboard out by the Farallones. They apparently were all well prepared however, and we wearing harnesses and got back in the boat safely. It was very rough out there, and at least one other person was briefly lost overboard and recovered. No doubt we'll hear much more about this in the next issue.

# Cityyachts

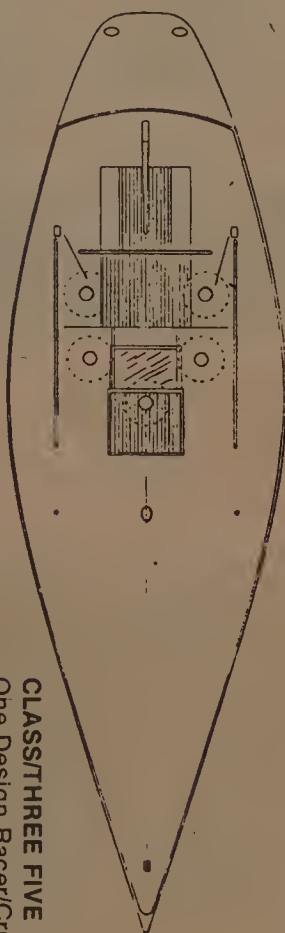
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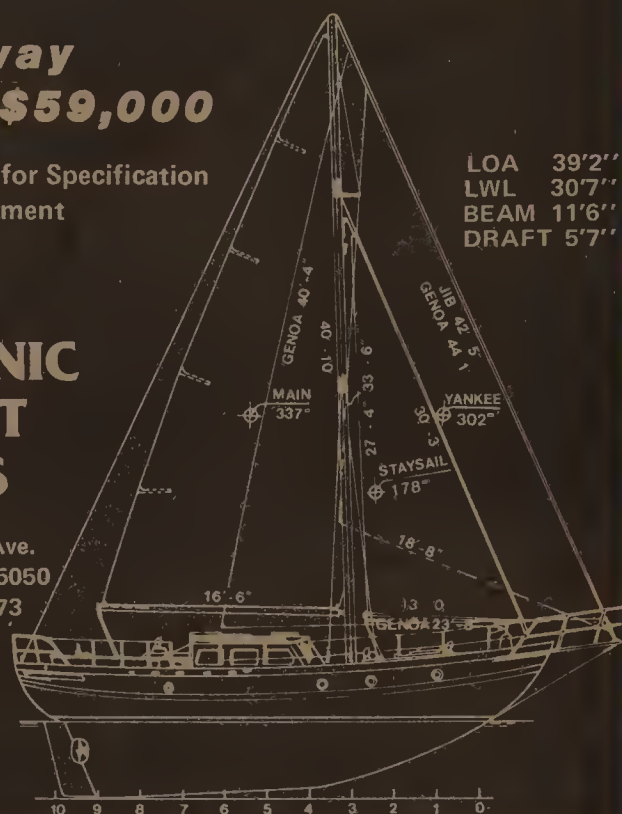
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# I.O.R.

The IOR season is well underway and we are experiencing some of the best racing the IOR has had in years.

The older boats have become competitive under the Mark IIIA rule and are making their presence felt both in the bay and the ocean. In the bay Hank Easom's *Yucca* is threatening in Division A and overdue for a first overall. Derek Baylis's *Molly B* has a win in Division B, and Bruce Munro in *Wanderlust* has a win in Division C.

In the ocean, Bob Klein, *Amateur Hour*, has been knocking at the door despite his 150 lb. raft mounted high on his deck and his vintage orange and white all-purpose spinnaker. This sail is affectionately referred to as *Old Elephant Ass*. Additionally, the corrected results under the new rule have brought the finishers much closer together. The first four boats are now commonly finishing with a 2/ spread.

*The Buckner Cup* — This race has been notorious as a gear-breaker in the past. As a result the start was moved to Friday night to avoid the frequently heavy afternoon slog to weather. Ironically, the only decent winds encountered this year were from 1:00 a.m. to 4:00 a.m. Saturday morning. Daylight at Bodega Head found *Leading Lady*, skippered by Tom Blackaller sitting in a hole on the shore, just short of the wrong mark. *Wings* and *Brown Sugar* were both outside in a good breeze, but elected to go for the wrong mark in order to join Master Blackaller. By 7:30 were were all sitting in the hole, cursing, watching *Sweet Okole*, skippered by Dean Treadway and Dave Hulse, come in from the outside, round the correct mark, and adios for home. You can sure do some dumb things when you're tired.

The highlight of the downwind leg was watching *Sweet Okole* take *Leading Lady* to the Farallones when she tried to pass. We, on *Wings*, rounded the Light Bucket about 8 minutes ahead of *Leading Lady*. We owed her 25 minutes. Against the expert advice of council Jim DeWitt, I insisted we take *Wings* south while the others went north; we got killed. The race was won by *Sweet Okole*. She finished 2 minutes behind *Leading Lady*, boat for boat, an impressive performance.

The tragedy of the Danforth Series is *Brown Sugar*. She had been devastating on the race course and was one of the best bets to win the Danforth Series. The problem is that she was competing without a valid IOR certificate on file, which is required by the articles of Association of the IORDA. The result is her not being scored for the first three races in which she finished with two 1sts and one 4th. My sympathies go to Ulf Werner and his crew. The articles of Association of the IORDA are very rigid in this area. I believe they should be more flexible and I intend to discuss modifying them at our next general meeting.

— roger hall

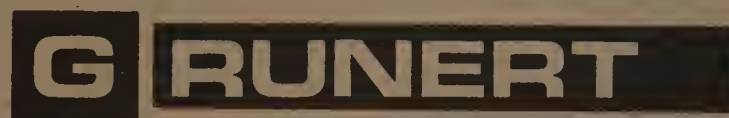
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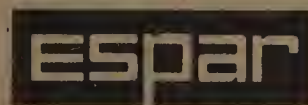
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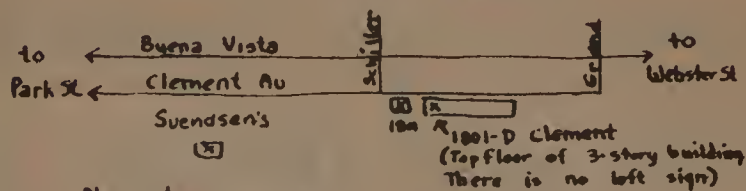
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# SIGHTINGS

## big news in boating news

Last month we mentioned that the east coast based boating newspaper, *Soundings* expected to publish a San Francisco edition later this year. They will in August.

We don't know if it's related, but a short time later *Pacific Skipper* announced that it had been bought by the big-times guys at Peterson Publications. A week later it was announced that *Boating Illustrated* was also sold to Peterson Publications. Isn't it time you called Evelyn Woods?

## more money troubles

Last month we reported that Columbia Yachts has gone out of the sailboat manufacturing business. They are not the last of the big U.S. boatbuilders to run into financial trouble of one sort or another.

Recently Challenger Yachts, a southern California manufacturer of cruising ketchs, was sold, and the new owner will be moving the plant to Taiwan where the labor is substantially cheaper.

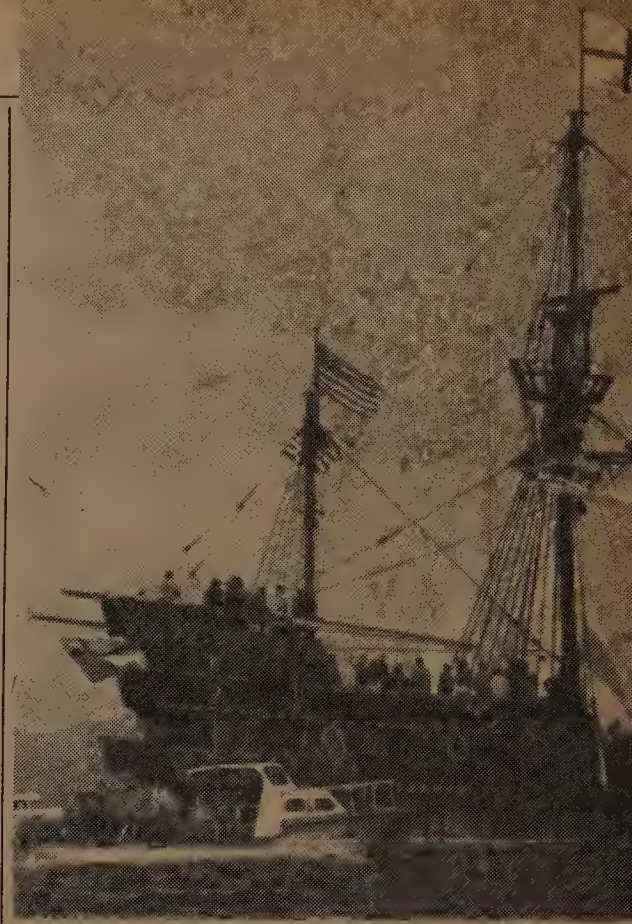
And in late May, in what may come as a surprise to many sailors, Mission Marine, which wholly owns Islander Yachts, has gone into Chapter 11. This means that they have some 90 days to come up with a court-approved plan to satisfy their creditors — during which time they are protected from their creditors. Mission Marine owns several large powerboat companies, Egg Harbor being the biggest, and it is believed that much of Islander's profits have been used to prop up the much larger and less profitable Egg Harbor. Two years ago Islander's management maintained that they, for that year, had been the most profitable sailboat manufacturer in the U.S.

We've been told that Islander is going right ahead with production, and the Peterson 40 project is reportedly still proceeding on schedule. There are those who believe that Islander will be better off on the otherside of this financial mess, the idea being that the other companies in Mission Marine will no longer be able to run off with the profits. Time will tell.

While we're in the mucky area, we may as well report that there are widespread rumors that Ericson Yachts is on the ropes, and may not make the end of their mid-summer financial year. One must understand however, that almost every manufacturer is constantly rumored to be on the verge of going under. But Ericson is under greater suspicion than most because Lancer Yachts is using Ericson facilities as their headquarters, and continually keeps taking more and more of their production space. Lancer's expansion is reportedly due in part to the wide-spread success of the 'Farr/Lee' 36 — a boat which due to its unusual interior has driven some dealers to drink.

Lancer's owner, Dick Valdez, however has seen it all. It was he who made the now defunct Columbia Yachts the giant of the industry before Whittaker Corporation bought it.

These are not good times for big American boatbuilders, with only conservative Pearson seemingly immune from swoops into financial trouble. It's the smaller, almost family-owned companies, that seem to be holding their own or doing very well. They in combination with the Taiwan boats may have recreational boatbuilding in the U.S. go the way of the Merchant Marine. Adios.



## where are you now

If there is any one set of sails which should be drawing on San Francisco bay June 16th, it's those of the *Golden Hinde*. But that's one set of sails you definitely won't see.

The *Hinde*, owned by the Crowley Maritime Corp. will be playing around Japanese waters where she is starring in Paramount Picture's version of the best-seller, *Shogun*. She left for Japan on April 28.

Meanwhile, back at the ranch, the State's Sir Francis Drake Commission has spent the last four years planning a week-long celebration around Sir Francis Drake's famous voyage and the landing of the *Golden Hinde* — which occurred 400 years ago on the 16th of June. While commission members were getting their jollies bickering about the landing spot, the *Hinde*, which had been here since 1975, slipped away just six weeks before the anniversary.

There will be re-enactments of the landing at San Quentin, Drakes Bay and Bolinas Bay — but no boat. Hard to imagine. Somebody goofed. For a few thousand dollars the *Hinde* could have been kept in the bay for the event, but apparently no one wanted to raise the dough.

Drake probably would have agreed with Crowley and the Commission; "A





PHOTO BY SUSAN VAUGHN

## that we need you

pound's a pound the world around" — is the way he put it after he careened and patched the *Hinde* before going back to England. There the Queen upped him to vice-admiral of the fleet and he promptly sunk and splattered the Spanish Armada all along the Irish coast, and incidentally made a lot of money.

While you won't see the *Hinde* here, those interested can hear talks by Crispin Gill, Editor of the *Countryman* and Alex Cumming, British Director of Museums, hear Commission members talk at the Society of California Pioneers, attend a reception and exhibits at the California Academy of Arts and Sciences, go to the H.M. Queen's Ball put on by the British Commonwealth Association at the Sir Francis Drake, go to the opening of the British Library Exhibit at the Oakland Museum, receptions and exhibits at the Bancroft Library, hear the Lord Bishop of London at Grace Cathedral, and if after all this you develop an appetite you can stop off at the Sir Francis Drake Hotel where there will be a banquet featuring Helen Wallis, keeper of the British Museum speaks on the Cartography of Drake's voyage.

Meanwhile, look for the *Golden Hinde*, the reason for all this hoopla — in the "moom" pitchers."

# SIGHTINGS

## silver eagle super spectacular

### long distance bay race

It's time to mark your calendars for the incredible *Silver Eagle Long Distance In The Bay Race*. This wild and crazy races starts at 11:00 on July 21st and hopefully ends by the morning of the 22nd.

The race, if we remember correctly, covers about 85 miles, and is all in the bay — well almost. It starts at the Golden Gate YC, beats our to Point Bonita for a sniff of the ocean breeze, sizzles downwind to colorful Coyote Point, after which it close reaches and runs up to warm Vallejo, and from there beats back to the magnificent Golden Gate YC. Whew! Makes you tired — but satisfied — just thinking about it.

It was Wiley Stagg who gave us this information on the race, and the little lady here at the office asked what was so great about it. Wiley turned evangelistic: "Oh my, it has wonderful variety, you get all different kinds of wind from all different directions, and the sun, oh my, you get it from the east, the west and then none at all. Don't forget the tides, you get a little flood a little ebb, something for everyone. It's so crazy that the last place boats keep passing the first place boats . . . oh, it's just marvelous."

We, however, wouldn't know. We've signed up each year, paid our fees, but never made it to the line. This year for sure, though. If you'd like to join this fun fleet for a great race, call Wiley at 532-1436 during the evening. Fee is \$6 and is open to boats belonging to YRA members clubs. PHRF ratings will be used.

## three mile island in the sky.

### NOTICE TO MARINERS

"The National Aeronautics and Space Administration has updated the Skylab reentry probability estimates, indicating a 90 percent probability the reentry will occur between 15 June and 2 July 1979, and a 50 percent probability that it will occur on 21 June 1979. The vehicle weighs 77½ tons and 118.5 feet long and 22 feet in diameter with its solar panels extended. Skylab, after reentering the earth's atmosphere, is expected to break up into hundreds of pieces, most of which will burn up during descent. Some debris is expected to survive the reentry and reach the earth's surface. Additional and more specific information concerning the reentry time frame and impact area will be transmitted as it becomes available."

Latitude 38 has acquired the services of an 'ordinary language' user to translate this cryptic message. He says it means this: "If your boat gets hit by a 77 ton vehicle that is 118 feet long and 22 feet around, it's Skylab. Don't bother suing the government for damages to your boat because they warned you it might happen, and as of now space vehicles reentering the atmosphere completely out-of-control have right-of-way over sailboats.



# SIGHTINGS

## overboard again and again

On Thursday May 24th we were sitting around reading Kimball Livingston's boating column in the Chronicle on how Conrad Jervis had gone overboard during a YRA race, and how he was eventually rescued. As we were reading, Conrad called us up.

He wanted to thank Latitude 38, he said, because right when he hit the water he remembered a piece we had printed on hypothermia, two points in particular. One was to leave his clothes on for warmth, the other was to move as little as possible to conserve body heat.

Conrad came very close to buying it, and we feel flattered that he thinks we played a part in his "no purchase". What really happened was that the Coast Guard sent the piece along as a press release, and we used it more as a filler than anything else.

Next month we'll be going overboard with overboard reports — Conrad's, one from the Caribbean, one off Santa Cruz, and maybe one of the five from in the MORA race over Memorial Day. In the meantime, the important thing is not to be alarmed by these things, just be prepared.



PHOTO BY DIANE BEESTON

Congratulations are in order for *Leading Lady* (pictured above) and owner Stan Reisch for winning the rugged Waterhouse to win Division I and Overall Trophies for the Danforth Series. *Leading Lady* has benefited throughout the series from the able assistance of Chris Boome and Tom Blackaller — and in the final race, Dee Smith.

Congratulations are also in order for Chris Corlett and *Front Page News* (pictured at right). Gil and Kitty at Mariner Square Yachts gave Chris a new Santana 35 and told him to win in the ocean — he did, winning Division II of the Danforth Series.



## stampede

There have been a number of collisions between boats racing in the last few years, and if anything, the number seems to be growing this year. Some of these collisions seem to be caused by plain carelessness.

Roger Hall witnessed what he calls a "senseless" collision at the start of the Waterhouse Race on Memorial Day, and is becoming angered over such incidents.

"A few minutes before the start of the Waterhouse Stampede, owned by Larry Edenso was proceeding to the start area on port tack; *Troubadour*, a Swan 38 owned by Jim Diepenbrock, was going away from the starting area on starboard. Both yachts were clearing until *Troubadour* started bearing off radically in what appeared to be a preparation for a jibe to go back to the starting line. This brought her on a collision course with *Stampede*. *Stampede* hailed and bore away, but she was hit amidship by the Swan and experienced



## a memorial day to remember

The MORA Memorial Day Corlett race was one to remember. Scheduled as a three-day race — to Drakes Bay the first day, around the Farallones to Half Moon Bay the second day, and home sweet home the third day. This year there was only the first day.

Most of the MORA fleet (plus the PHRF and ASH groups) made it to Drakes Bay alright. But once there the wind was howling and anchoring was tough. Apparently the seasoned crew on *Islander 36 Gaelic*, which was serving on the committee boat, couldn't even pull the boat up to the buoy she was moored to. Starting the engine ended in a disaster when the line got fouled in the prop. There was nothing they could do but sail back to San Francisco.

We don't know yet if that or the weather was the reason the last two legs were called off, but the weather alone would have justified it. The winds eventually got up to around 45 knots, and many boats held a pick-up race back to the bay in the middle of the night because they couldn't anchor. Ten or so who did anchor found themselves aground the next morning, and facing some rough weather.

How rough? The entire four-man crew of the *Santa Cruz 27 Bloody Mary* went overboard when they got hit by a wave, and one man went over on *Roscinante*. Were these MORA folks prepared? Yep, they all had harnesses on and got back onboard themselves.

How tough are some MORA racers? Well, even though the last two legs were called off, both Rolf Soltau in his *Santa Cruz 27 86'd* and Ed Searby in *Santana 30 Rapid Transit* went ahead and sailed the last two legs.

And why is it you people in the Master Mariner's Race were becalmed during such a blow? Strange weather we guess; it was reporting 45 at the Farallones, 10 at the Light Bucket, and about zilch at the Gate. We don't explain the weather, we just report it. More next month.



## stampeded?

damage in the range of \$6,000. I was on *Wings* and we were quite close to the accident and I believe that *Troubadour* never saw *Stampede* until the instant before collision. The *Swan* was flying a 150 decksweeper at the time and I didn't notice any observer in her bow pulpit. I believe it is a gross violation of good seamanship and common sense not to have a bow watch when you are sailing a large yacht with a large headsail in a congested area such as the starting line."

Well, that's how Roger Hall saw the whole thing. Maybe *Troubadour* did have a bow watch he didn't see, but nevertheless there are too many boats are sailing in starting areas without anyone on the bow. That is just one kind of carelessness that has been leading to more and more collisions, and it's got to stop.

The photo above is of *Stampede* during this year's *Schoonmaker-Stewart Race*.



PHOTO BY DIANE BEESTON



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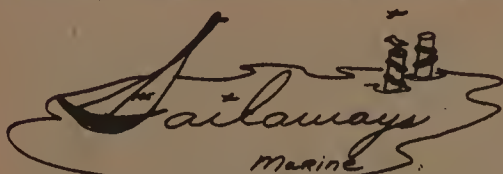
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# NORDIC FOLKBOATS

For the Americans, it was a very satisfying week. They didn't win the top prize but, considering past results, their performance can be described as "sparkling".

Bay Area crews took three of the regatta's six series trophies. Five finished in the overall top ten. Local crews won three of the six races. And, but for one dreadful day, an American might have had his name engraved on the gold and redwood perpetual trophy.

That's the sparkling and surprising record of the recent *San Francisco Cup Regatta* for Nordic Folkboats, a biennial international race series sponsored by the St. Francis yacht club.

It wasn't a surprise that the regatta winner was, once again, Henrik Sorensen of Denmark. In his boatshoes, Sorensen is five feet, four inches short, but he is the current giant among the world's Folkboat sailors. In the 1977 San Francisco Cup inaugural, he won by a substantial margin over a 30-boat fleet of Swedes, Finns, Germans, Americans, and other Danes.

This year, however, his win wasn't an easy one. He was seriously challenged by second-placer Lars Larsson of

Sweden and, in a happy surprise, by Chuck Kaiser of the bay area Folkboat fleet who took third, just one point behind Larsson.

The sleek lapstrake-hulled Folkboat has been a colorful part of the bay sailing scene for 25 years. Many of the area's top sailors have raced in the class and competition has been top-flight. But on the international scene, local Folkboaters have been also-rans.

Americans, most of them from the bay area, have been racing in Folkboat international events for many years, but through 1978 none had brought home any significant honors. Even on familiar San Francisco bay, local crews seemed incapable of competing on equal footing with the Danes, Swedes and Germans. Two years ago, they made a dismal showing in the first San Francisco Cup regatta. None of the 12 local entrants took a series trophy and the best overall place any could get was tenth.

But the story this year was different — and encouraging. In addition to Kaiser, trophy winners were the father-son team of Gordon and Michael Waldear of Alameda for fifth place and Peter Esser of Tiburon for sixth.

Other locals in the top ten were Bill

A Folkboat is the adults jungle-gym. When you put your body and soul over the weather rail, there are no lifelines to help - or get in your way.



PHOTO BY DIANE BEESTON

PHOTO BY DIANE BEESTON

Coverdale of San Rafael and Don Kieselhorst of San Francisco.

Another surprise was the poor showing of the Danish contingent, traditionally the strongest in Folkboat competition. After Sorensen, the next best Danish finish was 16th by Ernst Rasmussen, one of the "hot shots" in the 1,200-Danish fleet. The gracious Rasmussen made no excuses, saying, "We were beaten by people who sailed better than we did." He described racing on the bay as "one of the great experiences of my life, I'll be back in



# SAN FRANCISCO CUP



Crossing tacks.

1981."

Swedish crews took four of the top ten places, with Thomas Jeppson in fourth, a half-point ahead of the Waldears.

The race week was an outstanding success. The flag-raising ceremonies were impressive. The Danes and Americans tied for the championship in a series of international soccer matches. The Danes depleted the St. Francis stock of *Tuborg*. The Germans did likewise with *Becks*. The Swedes and Americans admired the tippling

capacities of the others — and tried to emulate them, without success. The weather was good, with typically brisk bay winds. Ebb tides equalized racing, protests were minimal, and the competition was fierce.

After three races, Sorensen and Kaiser were tied for the lead, each with a first, second and fourth. Larsson was a strong third with Jeppson, Coverdale, Esser and Kieselhorst all within striking distance.

The fourth and fifth races seemed disastrous for the Americans, Kaiser in

particular. His usual good tactical judgment failing him, he took 15th and 18th. Sorensen also had some problems and Larsson became a good bet to take it all with Jeppson in second.

But in the sudden death atmosphere of the final race, Larsson and Jeppson faltered, finishing well behind the leaders. And in a magnificent effort, Kaiser sailed to a win to salvage third place. In a tight battle with the Waldears, Sorensen grabbed second place at the finish line, getting the points necessary for his second Cup victory. Larsson took eighth but managed to hold onto second overall.

At the trophy dinner, Don Wilson, president of the San Francisco Folkboat Association, announced the organization's intention to make the 1981 event bigger and better. "We are working to build up our fleet so that more boats will be available to accommodate the many foreign sailors who want to compete here," he said. "We hope that more people, more nations can participate so that the Cup Regatta will be one of

3 folks to a boat, 3 Folkboats in a row.



PHOTO BY DIANE BEESTON



# FOLKBOAT CUP

Folkboating's premier events, ranking with the Gold Cup and Kiel Week."

As they left San Francisco, the foreign visitors echoed Wilson's sentiments. All want to return.

And as he left, Sorensen had some

thoughts, "I think the Americans are now ready to challenge the top-flight Scandinavians and Germans. All of them looked good. They've learned a lot in the last two years. Their boats are tuned better than ever before, their sails

are better and their boat handling is much better than two years ago. Their crews don't work together as well as ours, but they're learning and I think they'll be lots of trouble for us in the future," he said. "Chuck Kaiser, Mickey

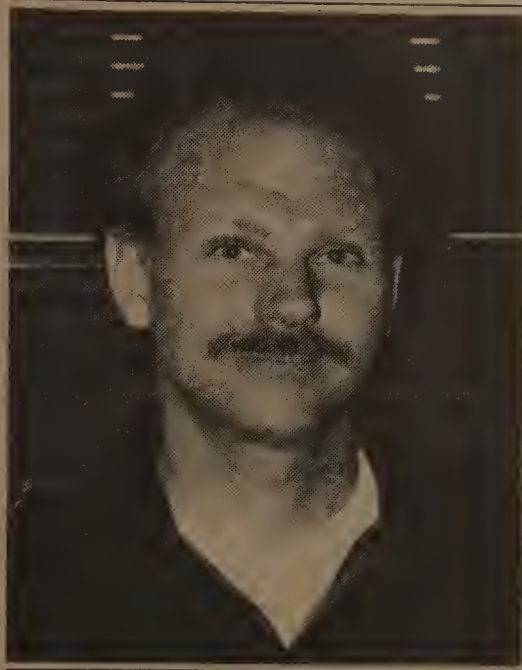




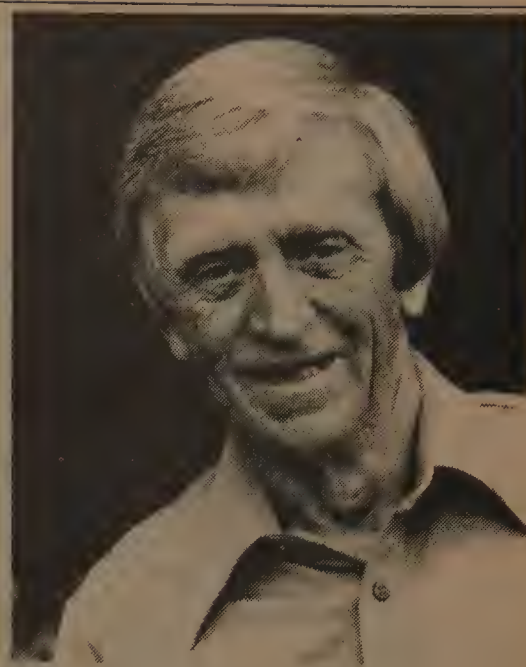
Waldear and Peter Esser could make a lot of trouble for us right now."

For bay area folkboaters, Sorensen's thoughts were an impressive underline to an impressive week.

— ***gordon waldear***



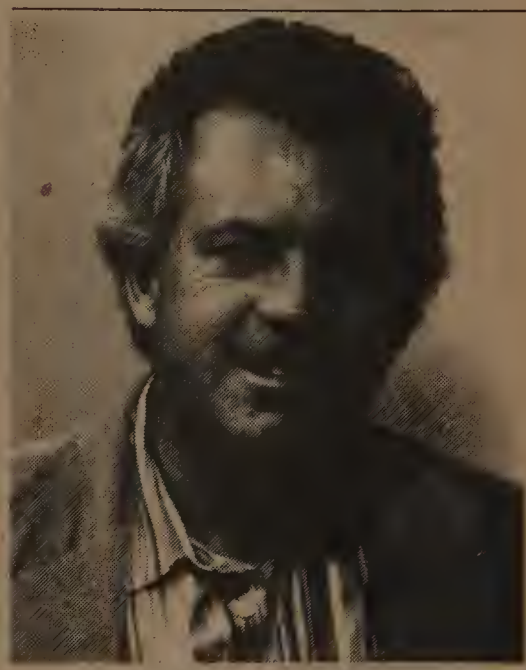
Chuck Kaiser - 3rd



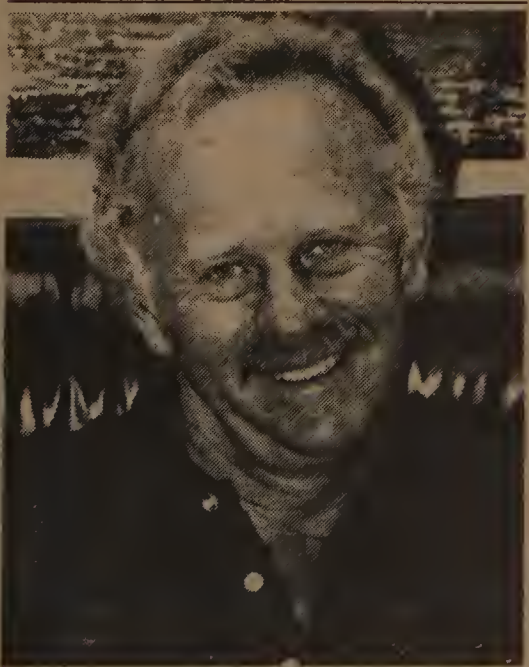
Gordon Waldear - 5th



Michael Waldear - 5th



Peter Esser - 6th



Bill Coverdale - 8th



Don Kieselhorst - 10th



PHOTO BY DIANE BEESTON





Dell and friends doing some casual 15's after a night of 20's. Note the 4 foot rooster tall behind John Callahan with the camera. Watch for John's soon to be released X-Rated "A night on the Banana Republics."

## MOORE 24 MOMENTS:



**THE YACHT:** Banana Republics  
**Owner:** Dell Hutchinson  
**Event:** First to finish 1978 M.O.R.A.  
 San Francisco to San Diego Race

### Dell describes that night:

"It was windy for about 36 hours. We pretty much carried a chute all day long. The wind kept building at this point it was probably blowing about 30 knots. The waves were pretty smooth and pretty big. We were hitting 15 knots on every wave, then later that evening, 18's. That night it was hectic, between 1 and 4 we pegged the average speed-0 at 20 plus maybe 3 or 4 times. The crew stuck their heads out the hatch for a second and said, "come on, give us a break, we're trying to sleep." It's quite impressive that you never felt that the boat was anything other than totally solid. It's really

strongly constructed. You're really stressing the boat like crazy when you're sailing down waves like that. One thing that was very evident was the controllability of the boat downwind, there was never a problem. We never broached under those heavy conditions. Nobody builds them like the Moore Brothers."

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# ALTERNATIVE TO VIRGINS



'Cooling Out' while leaving St. Thomas. Dennis Allbright and Craig Johnstone of Red Bluff.

The *Millennium Falcon* (the ship that made the Kessel Run in less than 12 parsecs) has returned to Red Bluff, California after a five-month cruise to the Virgin Islands.

Dennis Allbright and First Mate Craig Johnstone trailered their Pacific Seacraft 25 to the Miami area in less than four days aboard an E-Z Loader tandem trailer, pulled by a 1½ ton GMC pickup. After a final outfitting at the Navy Yard in Jupiter, Florida, a short trip down the Intercoastal and a seven-day wait for the first major norther of the year to blow itself out, the *Millennium Falcon* left Key Biscayne for the Virgins, but not before dunking

*Matilda the TillerMaster*, and putting her out of commission for the trip across the Gulf Stream.

Highlights of the trip: diving for lobster at Man of War, Great Inagua, Bahamas; the Haitian village of La Badie, seven miles west of Cap Hatien; having armed guards put aboard after arrival in Puerto Blanco, Dominican Republic without proper clearance (it was getting boisterous and we weren't sure we could make Puerto Plata before dark, and overtime charges); and finding a supermarket in Aguadilla, Puerto Rico after buying out of little, expensive stores along the way (take plenty of beer and canned goods from the states). And yes, the Thorny Path is all into the

wind. (Gentleman, you may recall do not beat into the wind . . . makes your shirt sticky.)

The Virgins are more crowded every year. More than 200 boats at Foxy's on Yost van Dyke for New Year's Party. Still a great place to "cool out" though, with Cruzan Rum \$ .87 a fifth at *Woolworths* on St. Thomas. We were the smallest boat we know of to go to St. Thomas this year, but we found the *Millenium Falcon* and *Yellowstone*, our 8 h.p. Yanmar diesel more than adequate for the task. A trailerable cruiser was the ideal solution for us, and opened an otherwise impractical cruising ground.

— dennis allbright



# BATTLE OF THE SIXES

Story by Sue Rowley

Photos courtesy St. Francis Y.C.

The summer and fall of 1979 promise a flowering of international activity for six-metres. It all begins in Seattle on August 17-19 with the Nationals, followed by the Worlds on September 4-12. Then the activities move south to San Francisco for the prestigious American-Australian Challenge Trophy with eliminations beginning September 16, followed by the final match racing for the Cup about a month later.

The St. Francis yacht club has sponsored the American-Australian Six Metre races since their initiation in 1969, and has retained possession of the trophy in each of the four matches held since then.

This year's competition will be especially exciting with entries from Sweden, Australia, Switzerland, Germany, Denmark, and Italy as well as southern California, Seattle, San Francisco, and Texas.

Bob Keefe was race committee chairman at the St. Francis in 1968 when a letter and challenge was received from the Royal Prince Albert yacht club in Sydney offering to send a crew and boat to the U.S. for six-metre competition. There weren't any six-metres in St. Francis at the time so after much exchange of communication, Keefe told them "If you send your six-metre and Seattle sends a six-metre, we'll shoot the guns and put on a seven race match, a little America's Cup."

"So John Taylor, the center of effort in Australia, contracted with Sparkman & Stephens to design a new Six Meter, Too-Goo-Loo-Woo IV, known to us as Tugy IV, and it was a real beauty, a

miniature *Intrepid*. Seattle sent a 1938 vintage boat, Goose, one of the all-time most famous six-metres, also an S&S design. A seven race match was sailed with Goose winning four races and Tugy taking three. Tugy was the superior boat but Goose was sailed smarter."

"After the racing we agreed we'd all had such a super time, wouldn't it be great if we could do this again sometime. John Taylor agreed, but said 'next time you should come to Australia.' We said OK, let's make it a deal . . . if you sell us Tugy, we'll guarantee to race you in Australia next year. It took him literally ten seconds to say "Yes!" So we negotiated a price, bought the boat for peanuts, and before he got on the plane, he had called S&S and ordered another six-metre."

Preparations were begun for the next match. Tom Blackaller was recruited as skipper, Al Mitchell was to replace all 19 sails, Commodore Tompkins was to rig her, and Gary Mull to re-design the boat.

"We took her to Hank Easom's in Sausalito to do a 'little work'. We tore off the deck, tore out the steering, completely re-rigged her . . . we could have built a whole new boat for what we spent . . . and when we got finished we renamed her *St. Francis IV*, and shipped her to Australia.

For the 1970 series, the St. Francis and Royal Prince Albert yachts clubs each put up \$500 for the sixteenth century French silver piece which became the *American-Australian Challenge Trophy*. The racing took place 50 miles

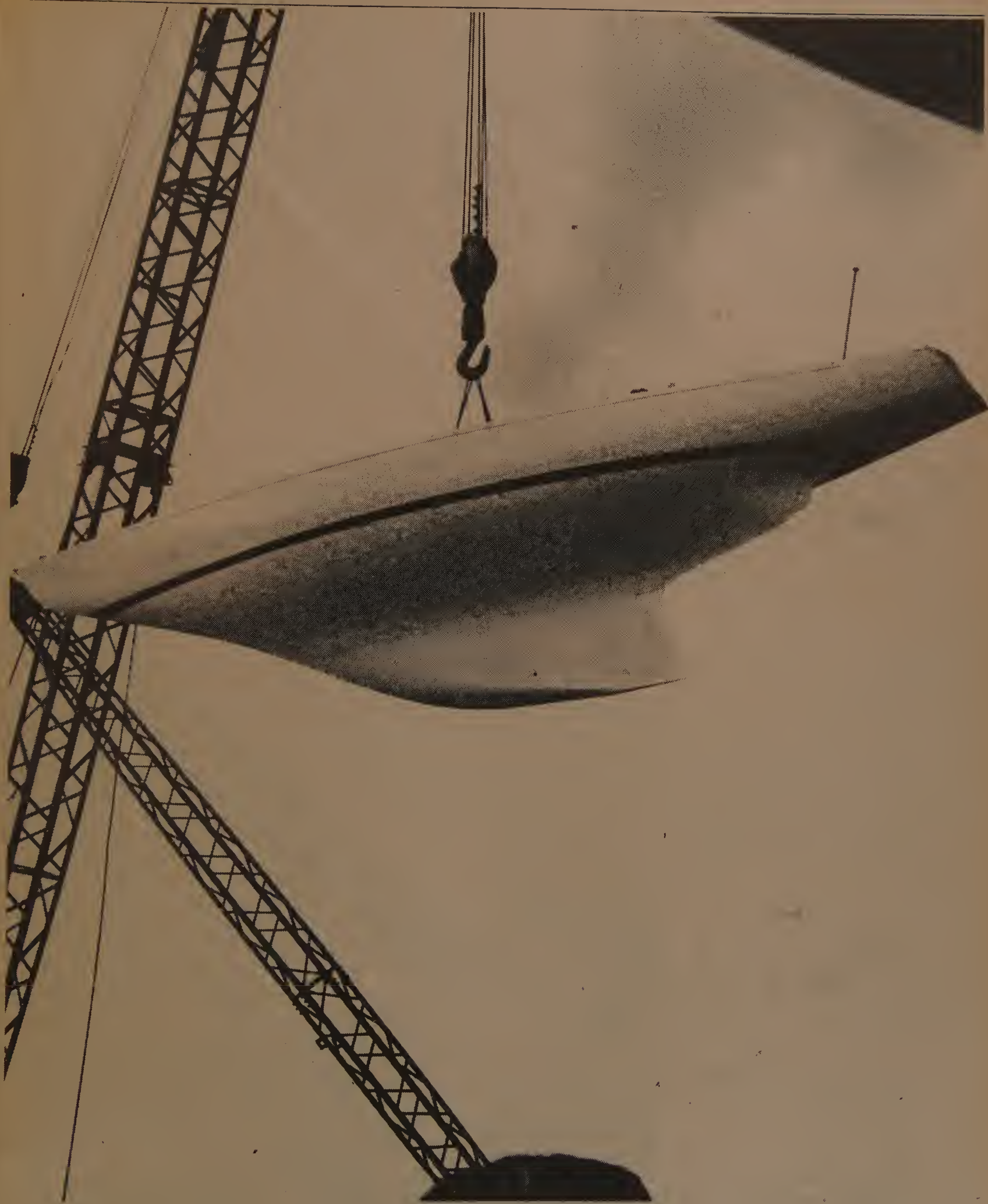
north of Sydney, outside Pitwater on a bay reminiscent of Tomales — long and narrow, only much bigger.

"A big group of us flew down to Australia", Keefe remembers, "and it's hard to believe I'll ever have a bitter time than I had on that trip to Australia. It was still not pressure yacht racing, just good fun. The Australians had a brand new boat *Too-Goo-Loo-Woo V*, that was similar in design to the 12 Meter *Valiant*, highly varnished, teak decks, really beautiful."

"So we just raced outside Pitwater on an Olympic Circle and we just really hammered on 'em. With all due respect, and I wouldn't say anything now that I haven't said to John Taylor right in the eyeballs, he just didn't understand the problems. One of the things they had done in the first boat was to put in a wheel steering device. (When we got her we tore the wheel out and put in a tiller.) My god, if they didn't go back and build the second boat with not one, but *two* wheels. They had an after-rudder, and a trim tab, and *two* wheels to control it all . . . but they just couldn't sail the boat. *St. Francis IV* won four straight races."

As they got on the plane to return to the U.S., the St. Francis group agreed to race the Australians again in 1973, and that this time the St. Francis would compete for it in a new boat. The effort was financed through fifty syndicated memberships at \$2000 per position. The boat was a Gary Mull design, built in the Stone yard in Alameda. To make a long story short, the new *St. Francis VI* won four straight races against the





"St. Francis IV"



# SIXES

1915, six-metres racing at the Panama Pacific Exposition in Los Angeles.

"Nordug IV" (leading), owned by the King of Denmark, "beats the hell out of "Lady Betty", owned by John Barneson of the San Francisco Yacht Club.

"Nordug IV" was the first marconi rig seen on any boat on the West coast.

Australian entry *Pacemaker*. The winning crew consisted of Tom Blackaller, Commodore Tompkins, Ned Hall, Gary Mull and Ed Bennett.

In 1976, it was time to return to Australia and Gary Mull had again been commissioned for a design. This time he recommended that the boat be built of fiberglass for lightness and strength. Says Keefe, "He had our confidence. If he had told us to build it out of wet crumpled Kleenx, we'd have never questioned him."

So Gary designed the world's first fiberglass six-metre and it was built by Bill Lee in Santa Cruz. The crew was identical to the previous one, except that Ron Anderson had replaced Ned Hall. It was a frightfully successful boat, except for one mishap.

"We had raced Wednesday, Thursday, and Friday on the circle with Saturday to be a lay day. The *Big Boat Series* was going on and somebody had the brilliant idea that we should have a fleet race Friday night out in front of the club where everybody could see the four different six metres competing for the chance to go to Australia. There was a hell of a crowd and it was blowing hard and ebbing like mad.

Just prior to starting, Tom Blackaller on *St Francis VI* came off the beach on port tack going toward the line and the Seattle boat, *Poisson* was coming up on starboard and Tom just plain didn't see her. *Poisson* ran right up on top of *St. Francis* and knocked the rig right out of her, bang!, down it came tearing up the









# SIXES

main and genoa.

We towed *St. Francis* into the harbor. This was Friday night and we had to be on the circle again ready to race by 10 the next morning or we were finished. We took the boat to Anderson's yard and took a look at her. We had a spare mast but it had no rigging at all. We had badly bent rod rigging, but no way to straighten it out.

"So, we divided up into teams . . . two guys flew to southern California with the rod rigging to get it straightened out at Sparcraft. Commodore Tompkins and Nils Eriksson and Gary Mull and Ed Bennett went to work on the mast. Fortunately we had the old mast, it didn't sink, so we had all the sheave boxes sheaves through-bolts, tangs, halyards, winches, and cleats which all had to come off. Then all the holes, and the tapping had to be done on the new mast. We even had to build a new mainsail. The guys worked 25 hours straight.

"By 3 am. Sunday morning the mast was in the boat and it was ready to sail.

"We towed her out to the start where the other boats were and they just couldn't believe it. They were beaten right then. Our guys were still playing with the turnbuckles on the first weather leg, but they had worked so hard, were so hyped up . . . The boat was faster that day than she had any right to be and we won four straight races and the right to defend the Cup in Australia."

While all this had been going on in the U.S., John Taylor, the Australian

challenger, had gone to Paul Elvstrom in Denmark for a new design. Elvstrom came up with a radical design nicknamed the *Bulbous Bowed Wonder*.

"When we got to Australia," Keefe remembers, "the two boats were sitting side by side, and it was very apparent that somebody had to be right and somebody had to be wrong! If that bulb bow worked like it did on freighters, every yacht in the world would be outdesigned. This was the test, and a lot of the world's designers magically appeared in Australia to see if that damn bulb was any good."

As it turned out, the bulb displayed a few flashes of brilliance, particularly the ability to surf downwind, but it seemed to slide sideways going to weather and *St. Francis VI* grabbed four straight victories in a wet stormy series that became a test of who had the best bilge pumps. The series was not without lots of merriment. Everytime the Australians turned around they'd find *St. Francis* burgee decals or American flag stickers glued to their bulbous bow. It drove them crazy!

*St. Francis VI* was sold to the Swedes following her last race and the *St. Francis* syndicate again came home with the American-Australian Challenge Trophy.

Though the *St. Francis* defenders have won easily in the past ten years, the 1979 series will be by far their greatest challenge. The fact that they are the previous champions does not automatically allow them to defend the







"Ay-Ay-Ay" in the foreground leads a pack of three 6-metres across the Fillmore St. buoy finish line. 1935.





1939 mid-winters in Los Angeles. "St. Francis",  
left, trails "Strider."





trophy. They must participate in the eliminations which this year may involve as many as 15 boats in preliminary match races.

The *St. Francis VII* will be ably crewed by Tom Blackaller, Commodore Tompkins, Don Köhlmann, John Ravizza, and Steve Taft. Their competition will be ferocious.

Ted Turner, the America's Cup skipper, will sail a new wooden Mull designed six metre sponsored by the *Yellow Rose of Texas* syndicate. Their crew will include a complement from *Courageous*.

Pelle Petterson, the reigning six metre world champion and builder of the Swedish America's Cup challenger *Sverige*, will be a tough contender.

A second *St. Francis* boat, *Assisi*, a Doug Peterson design, will be sailed by *Enterprise* skipper Malin Burnham of San Diego with an impressive local crew of Ron Anderson, Craig Healy, Kenneth Keefe, and Conn Findlay.

Bryan Worthheimer of Seattle probably has more six metre experience than anybody, and will be sailing a new boat of his own design. The former owner of *Goose* could prove a formidable competitor.

The Australians are being secretive about their entry, but after ten years of frustration, they're bound to be out for revenge.

Gary Mull's office has labelled it "The Summer of the Sixes". It promises to be just that, and Latitude 38 will be having more features on the boats, their equipment, and crews as the summer unfolds.

- sue rowley



# URBANCZYK



The amazing Andrew Urbanczyk, singlehander, author, humorist, educator, man-about-the-world. Latitude 38 is pleased to announce that Andrew will be sharing his gems of wisdom with us each month in "Out of My Mind." Unabridged and unedited, of course!

One of our leading manufacturers asked for my opinion about computers for navigation. Until now, said company, produced fantastic shackles, blocks, bumpers, etc. Thinking to be up to date, their engineering department was looking for more sophisticated and more fashionable articles.

Because I never used computers for either terrestrial or celestial navigation during my 25 years and 50,000 miles sailing, I asked for some references. Soon I received huge envelope full of xerox copies. In the meantime I had read several articles from my collection of *Sail*, *Cruising World*, *Yachting*, etc.

It took me only a few hours to understand that I was wrong! Worse, my whole navigation was old-fashioned, sloppy and very risky. This enlightenment reminded me of one other of my numerous errors concerning yachting. I am talking about stereo system (in a way a brother of computer) which somebody proposed to install in my boat.

For decades I was thinking that we sailors go offshore to listen to the unusual song of wind and waves, to listen to birds and fluttering of the sails. For long time I believed that sailing is a kind of escape from all the noise and junk music pollution and that the high price (be realistic) we pay, is worth it. But I was, as the salesman explained, wrong. Like a rudder, keel, sails and mast, a boat must have a stereo system as noisy and expensive as possible . . .

Warum einfach wenn kompliziert geht auch — "Why simple if complicated will also work" — say German with a bitter irony. And they know what they are talking about.

But coming back to a computer. After reading all this dissertations I feel that I am an expert about the problem, I emphasize — the *problem* — and not the computer use at the ocean.

As we know there are, let say, several generations of computers which we (or rather the salesmen say so) must use in navigation.

The first I call it "Baby Computer" is a simple calculator which can subtract (or

add) sextant index. Let's say  $38^{\circ}15' - 00^{\circ}13'$ , saving enormous mental effort, they think, that not every navigator can make.

The next — "Junior Computer" has more sophisticated program (one of the most important and necessary function is  $\sin^{-1}$  and  $\cos^{-1}$ ) and the navigator can calculate the latitude and longitude without reduction tables. It is so simple that it is not necessary to press the buttons more than 60 times.

The third — "Master Computer" is as real silicon brain or hybrid IC (integrated circuit) and Albert Einstein in one (he was a sailor, too). "Master Computer" can determine in just seconds the position of your boat. The only entry data are: sextant reading, index correction (if any) and elevation over ocean level (if any). Magic, fantastic and fritastic!

I especially enjoyed article in the March 1979 *Sail* issue "Calculators: Keeping Them Going" by Ed Bergin and Jack Buchanek. My first and only objection was why as many as two authors are necessary to keep such a simple device "going" . . .

But let's ignore my obviously personal caustic remark and enjoy what master (and they are masters) are giving us. Let go to guts!

As we know and also the authors are emphasizing, computers are very sensitive and fragile devices. So choppy ocean is for them the right place. Remembering this and not wanting to lose thousands of dollars (do not protest, read first) and the possibility to return home, we must take very special care about our big love.

So a good water-tight box and silica gel are must. Certainly there must be a safe place on the boat to put this box. An additional box is needed for magnetic cards and because there are very sensitive to magnetic fields, a right spot must be found for them.

And to be sure, and safe, additional set of magnetic cards must be taken on board . . .

A charger powered by 12 or 120V source is strong recommended, so add this to your boat (and no discussion to



# OUT OF MY MIND

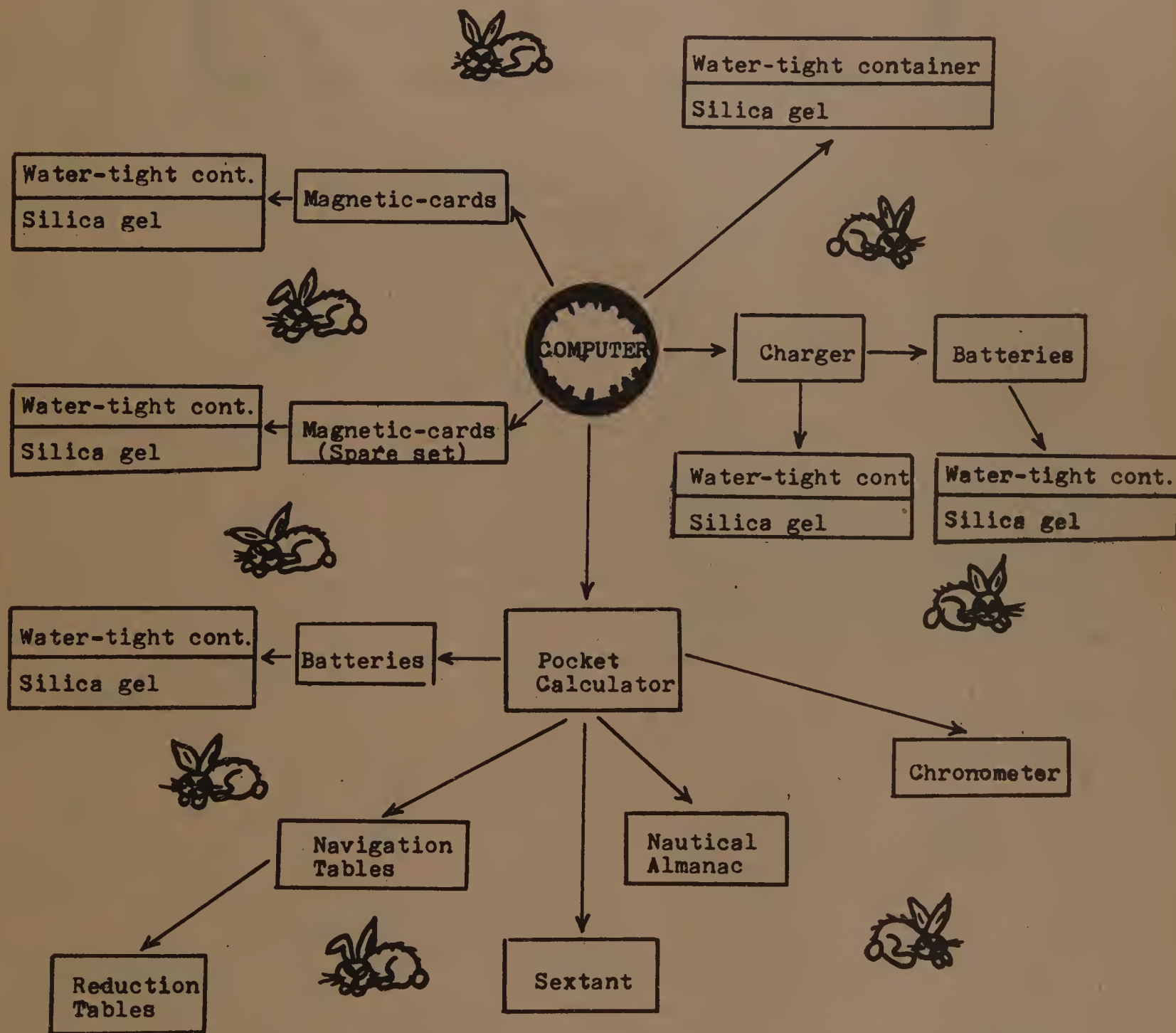


Fig. 1

your payment also). Do not forget a container and absorber for it.

The next is "a handfull" of batteries to put life in the computer. Obviously again watertight box and silica absorber are indispensable.

And more, and more like rabbits. (see fig. 1)

This is exactly what bother me for long long time, and what my friends sometimes call "Urbanczyk's Law". It is

something like Murphy's Law — sad and simple truth about bad, hair-raising things.

My principle (see fig. 2, on the next page) says:



# URBANCZYK

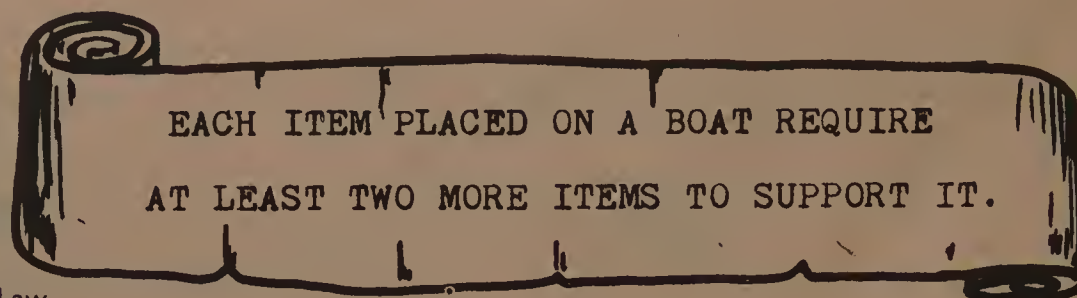


Fig. 2 Urbanczyk's Law

You install radio: you need antenna, battery . . . You place battery, you must buy generator, heavy cables, switch. You bought generator; you must buy engine to run the generator and a tank to hold the fuel, exhaust system for fumes, water system to cool the engine and exhaust gases. And more, and more. "Ad mortem defecatem" as said ancient Roman.

But coming back to computers: Yes, the rabbits are still screwing: "If your primary calculator is one of the more expensive, programmable types, you could carry an inexpensive basic slide-rule calculator use as back up" — inform the authors.

But they don't tell the whole truth, because if an expensive computer fails (nice to know about it), than not only "inexpensive" basic slide-rule calculator plus batteries, plus box, plus silicon ab-

sorber are necessary. Necessary are also: Almanac, Reduction Tables, chronometer and obviously a piece of paper (rather huge), pencil and I suggest also an eraser.

Plus . . . Yes plus! Because rabbits are still working; a *Navigator*. Certainly! Obviously! Somebody who know how to do all the "so difficult, boring and time-consuming calculations" as computer producers describe it.

*Final Conclusion:* Even if you are going to buy top calculator with magnetic cards, built-in timer, super programmed, superduper etc., you still must have not only at least 20 accompanying items but also the whole equipment (and knowledge) for classical celestial navigation. No excuse!

So finally the navigator is the clue, not the computer. And what means navigator?

Navigator is for me, someone who can proof his ability to navigate, using as simple and inexpensive instruments as possible.

For example, Fred Rebell (Rebell sailed alone from Australia to California in 20-foot boat in 1932) who used for his navigation only a home-made sextant and a home-made sunlog.

Also Slocum, who circumnavigated without sextant. May be the guy who sailed alone from Japan in 1978, to San Francisco — after his expensive electronic watch, stored in watertight jar (with silica gel, obviously!) stopped — used for his celestial navigation \$5 alarm clock and shooting sun with old brass sextant arrived at Farallone Islands with navigation error of 2 miles — after 5,000 miles of sailing.

From this point navigator value can be defined by simple equation.

A hand-drawn rectangular box with a slightly irregular border. Inside the box, on the left, is the equation  $N_v = \frac{R}{E^2}$  written in a large, bold, sans-serif font. To the right of the equation, the text "where: R = navigation results" and "E = equipment" is written in a smaller, sans-serif font, stacked vertically.
$$N_v = \frac{R}{E^2}$$

where: R = navigation results  
E = equipment

Fig. 3 The Navigator's Equation

The fascination for computer has probably two reasons:

First, it is a dream to have very accurate position without any effort or risk.

Second, it is a simple human fear to be lost at sea. But we must remember that in the open sea it is rather not necessary to know the position with accuracy to 0.000001 of a mile, and in difficult places, for example Torres Strait, there is nothing more dangerous than faith in celestial. What will one do with world's best best computer in a

cloudy night, foggy day, rain, snow, etc.?

There is something I am completely sure about. Computers will never be linked to classical celestial navigation. Believe it or not.

Let say 10 years more and we shall have celestial navigation for small crafts using satellites and something like *Sat. Nav. Computer*. Such system, independent and reliable in fog or rain, will give unbelievable accuracy. Each sailor at a cost, let say, \$100 will be able to know his position in seconds with accuracy of

0.01 mile.

So we are coming to the end of sextant and celestial navigation? No! And here I am again 100 percent sure. Sailors shall still use the sun, the stars and a brass sextant and also, of course, the "boring, difficult tables". Because we love it his way.

Sailing is old-fashioned by definition, as are white sails, the sun, tables (and corrections) and they will remain forever.

— andrew urbanczyk



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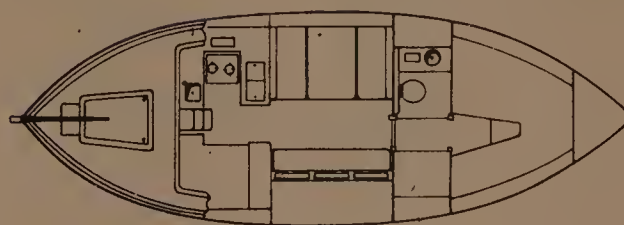
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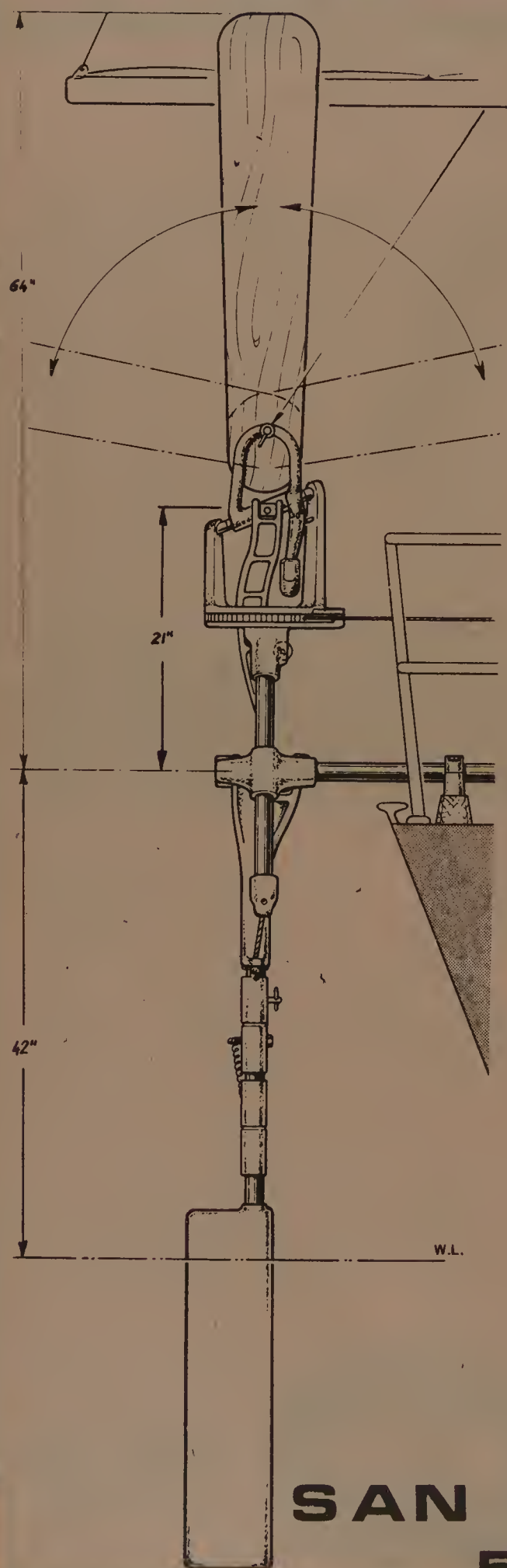
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Based on the experiences of Nick Franklin, the designer and manufacturer of several models called Aries, this unit is going to be the one to be produced for the years to come. It is the same model as that one which was produced for many years up to 1975. The factory has gone back to this well-proven design after finding that it is their best design in the desired efficiency results.

If you should have any questions, please do not hesitate to call. In the fine tradition of Nick Franklin we will give you fast and the best service possible to make your next voyage and many others the most relaxing and enjoyable you ever thought possible. There isn't a large body of water or a marine boating community that does not have many Aries gears, and of course many satisfied yachtsmen. We have been told over and over by our customers that the Aries performs better than their expectations or their experiences of any wind vane and that its worth is understated.

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# Association of Single Handers

Article, interviews, and photos by Susan Vaughn

The singlehanded racer may be the ultimate athlete. Writer George Leonard defines him as "one who joins body, mind, and spirit in the dance of existence . . . one who explores both the inner and outer being . . . who surpasses limitations and crosses boundaries . . . who plays the larger game with full awareness of life and death . . . who may serve as our model and guide in our evolutionary journey."

The Association of Singlehanders (ASH) sailor may be such a man. On a vast ocean with a tiny boat at his command, he seeks out the peak-experience; adventure with calculated-risk and is willing to be tested, over and over again, to his limits. Psychologist Maslow says that in the *peak-experience* one feels more integrated than at other times; as one gets more purely and singly by oneself, one is more able to fuse with the world — the attainment of autonomy and self-hood is also a transcending of oneself.

In the peak-experience, the psychologist says, one feels at the peak of one's powers, using all capacities to the best and fullest; more perceptive, stronger, wittier, more graceful. In the peak-experience one is most "here-now", most free of the past and future, and "all there" in the experience.

Whatever it is, the ASH racers are intriguing, complex personalities compelled to seek out themselves on the sea. What follows on the next five pages are sketches of five members of the newly formed Association of Single Handers.



# SINGLEHANDERS



"I love the ocean  
and I also  
enjoy singing  
very loud"

## CONTRACTOR HANS

Contractor Hans Vielhauer of Peningrove has been sailing since 1962. Years ago he and friends formed a friendly but competitive group to have weekend races on Sierra lakes. He campaigned a Cal 20 for eight years in YRA, but when he bought his 30-foot Scampi in 1973, he took off for the ocean.

With the Scampi Vielhauer raced the Danforth, and Gulf of Farallones series, and then did MORA. He did the San Francisco to Ensenada Race (he spent four hours ashore and returned), San Francisco to San Diego, and San Francisco to Los Angeles. In 1977 he cruised to Hawaii and back, and in 1978 he raced in the Singlehanded TransPac, and sailed back.

A rugged individualist, the 50-year old Vielhauer is president of the newly formed Association of Singlehanders (ASH). Popular, and diplomatic, Hans has a good sense of humor; but, he is also a survivor. Born in a little town on the Dutch-German border, he was drafted into the German army at the age of 15. He fought the Americans and British and ended up spending 8 months as a U.S. prisoner of war in France.

After straightening out his life in post-war Germany, he studied horticulture at college and found time to take up mountain climbing and skiing in Switzerland — which he gave up only after shattering a leg in a downhill run. Hans and his wife, Leisel, came to the U.S. in 1959. He is, in my opinion, one of the most dedicated singlehanders in the country.

**38:** Have you given up crewed racing?

**VIELHAUER:** I work with a crew all week long and it's nice to get away from it and not be dependent upon other people. Besides, I love the ocean and I also enjoy singing very loud.

**38:** In the singlehanded race to Monterey last fall you just breezed by the dock long enough for some fellow to jump on board and then sailed right back. We hear you're pushing for a non-stop race to Hawaii and back next summer. Do you know that's 5,500 miles?

**VIELHAUER:** (Laughter). That's right. It would be a real challenge. When I got to Hanalei Bay at the end of the Singlehanded TransPac last summer, there was a blinding rain squall at 2 a.m. I was so fatigued and the visibility was so poor I thought the boats anchored in the harbor were islands and the passing cars were lighted bouys. I sailed up and down the entrance for hours until I finally dared to negotiate the opening between the reefs. It was more luck than skill that I made it safely. But, I really wanted to keep right on going.

**38:** Keep right on going?

**VIELHAUER:** Right. I feel more relaxed and at ease on the ocean than anywhere else. There is a certain enjoyment in being out by yourself. And I like to travel — I don't like to arrive.

One of my favorite sailors is Bernard Moitessier, the first person to complete a non-stop circumnavigation of the globe. He didn't stop in England, but kept going another half way around the world and ended up in the south Pacific. (Moitessier is credited with the longest non-stop solo voyage recorded so far. In 1968-69 he sailed the 40-foot steel double-ended *Joshua* one and a half times around the world.) I can understand that.

**38:** You like the feeling of pushing yourself to your limits?

**VIELHAUER:** I'm like that in everything. When I used to bicycle, I used to do 300 kilometers a day without stopping — to go until I was exhausted. It feels good. I'm that way about sailing. I like to sail hard. I hate to be on a boat that is not being sailed efficiently — it makes me unhappy and uneasy and I feel that way until it is going well.

**38:** Your self-steering broke on the



## DAPPER DAVE

Dapper Dave Jesberg is living proof that 'older is better'. The 59-year old ophthalmologist grew up sailing out of Balboa Island in the late '20s. World War II caused a hiatus in his sailing, but when he and his wife, Vi, and four children moved to Belvedere in 1962 they got an El Toro for the kids. The El Toro grew into a Bear boat, and Jesberg took the YRA season championship for 1971.

From there it was out to sea! Jesberg bought the Cal 33 *Vicarious* and raced the TransPac in '73 and '75. A highly competitive skipper, he was first in the Danforth Series in '73, and first in the Gulf of Farallones in '76.

Age is no problem for Jesberg, who finds a lot of time to go skiing in the winter, and keep up with the ASH singlehanded series in the summer.

**38:** What's attracted you to singlehandeding?

**JESBERG:** It's sailing. Actually I'd prefer to sail with a short crew, two or three at the most. My kids are all good sailors, and it's neat when they're available. But in most races we have too much crew.

**38:** What attracted you to the Association of Singlehanders?

**JESBERG:** Short-tacking in a crowd is no fun. There were too many boats on the first Singlehanded Sailing Society Farallones race (Jesberg finished 7th on corrected time). In a seaway near the Farallones I had a near collision with another singlehander. I was on starboard, but it wouldn't have been a good show.

**38:** Do you plan to enter the singlehanded race to Hawaii in 1980?

**JESBERG:** I'm pretty sure I will. I plan to continue with the ASH *Chichester Series* this summer and fall, and also do some crewed racing. I'd

first day of the Singlehanded TransPac. That must have bothered you.

**VIELHAUER:** It did, of course. I set up a sheet-to-tiller arrangement and had to make do with that. After all the preparation I knew I couldn't turn back just because of that. It worked out okay. I loved being out there.

**38:** There's something compelling there for you.

**VIELHAUER:** There is. One of the reasons I go sailing is because, I think, I grew up next to a river and water is part of my life. The ocean — I'm not fighting it, I'm not against the sea — I'm *with* the sea. To be a really good, happy sailor, you have to like the sea, to sail with it. Moitessier loved the sea also.

**38:** It's a little scary at times, isn't it?

**VIELHAUER:** Of course it is. But that's part of it, isn't it? You never know what the ocean is going to offer, what it's going to do, what will come of it, and you have to take it as it comes. If I get scared — and I do sometimes — and wet and seasick, that's part of the fun of being out there. If I weren't a little bit scared, I wouldn't go.

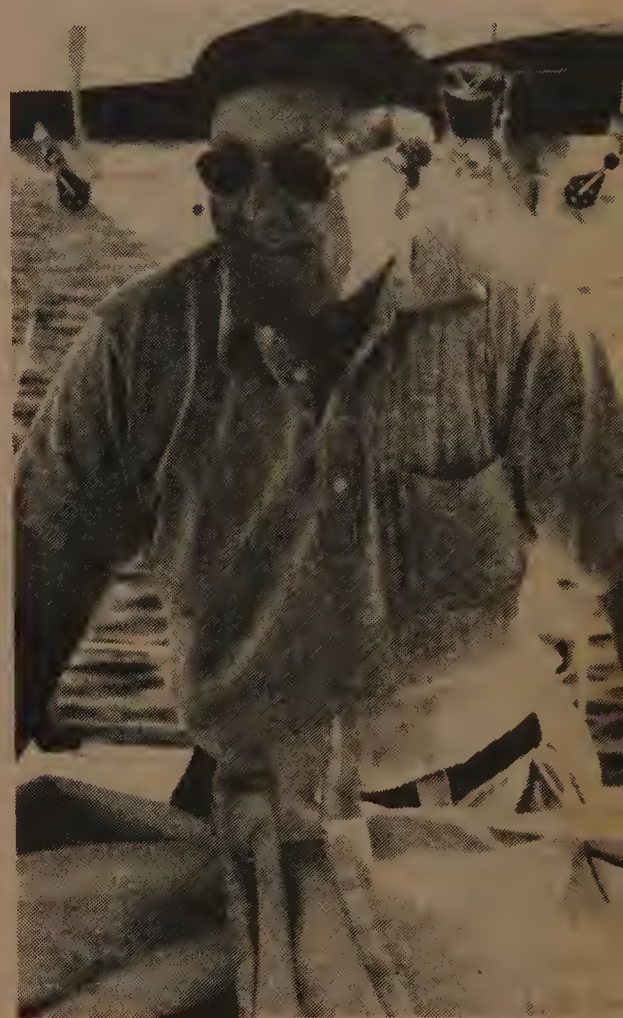
**38:** How has the *Slocum Series* gone so far for the Association of Singlehanders?

**VIELHAUER:** Very, very well. We're a small but professional group of racers, all extremely competent. We're not out for stunts or publicity. The schedule is rigorous. We'd like a few more members — serious racers — not just those who are out for publicity.

**38:** I understand.

**VIELHAUER:** I'm not against an article, but really, you don't have to say too much.

**38:** I understand. I won't.

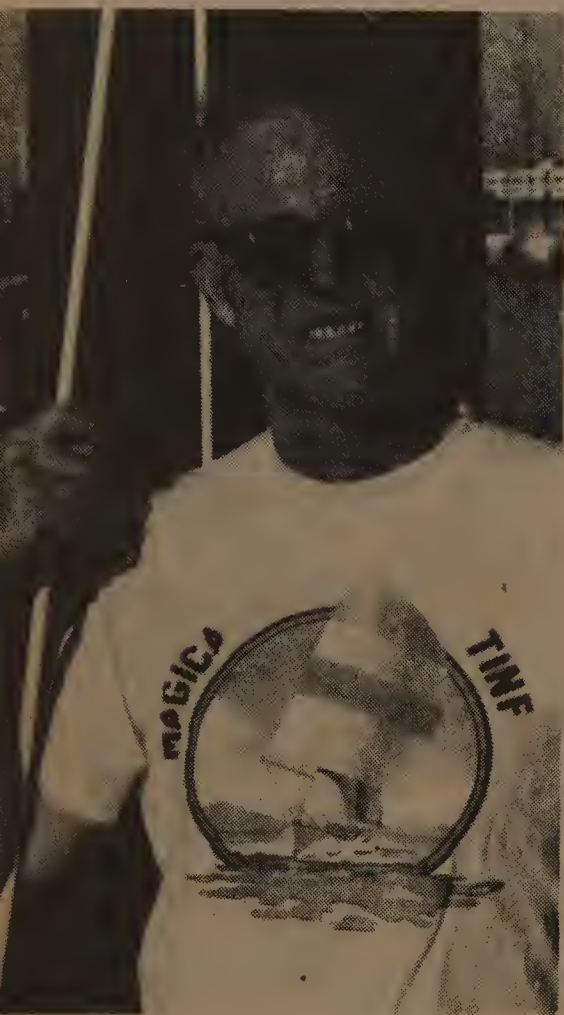


"I prefer to sail with a short crew."

also like to do some cruising in the islands of the Pacific some day.



# SINGLEHANDERS



“on long races  
there are the smells,  
crowding and  
discomfort of close  
personal proximity.”

## LOQUACIOUS HENRY

Loquacious 52-year old stockbroker, Henry Grandin has been sailing since he was five-years old. His 35-foot Mull-designed ultra-light sloop, *Tinsley Light*, was first to finish two weeks ago among the entire fleet of yachts which sailed out the Gate for the Buckner, Jr. Buckner, and ASH races. A members of the St. Francis YC, Newport YC and a past director of the TransPac YC, Grandin has the most impressive race record of all the ASH members.

Henry has crewed on *Ondine I* and *II*, *Blackfin*, *Scaramouche*, and *Sunbird*. On his own he won the Snowbird flight when he was 19, has skippered 6-metres, Stars, P.C.'s, Tritons, and owned the 46-foot *Amoritax*, a Cal 32 for ten years.

Grandin match-raced for the *San Francisco Cup* for 4 years and has been in twelve of the *Big Boat Series*. He was YRA AB champions in 1964, and a *Cal Cup* skipper in 1968. Those who haven't heard of Grandin haven't been in the racing scene for very long.

Grandin could probably find his way to Honolulu blindfolded, he has raced there seven times, and sailed back twice. He's also sailed Tahiti, 12 times to Mexico, and has won the *Victoria to Maui Race*. His singlehanded experience goes back to 1974 when he was third in the *Vancouver - Gabriola Island* race.

A renaissance man, Grandin is a skier, a dirt-biker, a photographer, plays racquetball, is a member of the glee club and is an amateur playwright.

The father of four grown children, Grandin says he is able to get his wife to go cruising with him a couple of times a year.

38: You're sailing the entire nine-race ASH series this year, a very taxing schedule. What attracts you to it?

GRANDIN: Well, it provides me with

a new and different experience each time. I've raced all my life and there are a lot of cares when racing with a crew: the need for compatibility, the need to be a fair and thoughtful skipper — you also have to feed everyone and be sure everyone is notified of the races and all that. And of course, on long races there are the smells, crowding and discomfort of close personal proximity.

38: Sounds like a lot of hassle, but there must be trade-offs?

GRANDIN: There is. In short-handing you exchange all that for an increased feeling of adventure, danger, and independence. You're solely responsible for the success or failure of making all your own decisions and of overcoming the elements or the competition.

38: How about single-handed cruising?

GRANDIN: I like that, too. A cruise becomes a solo passage, but a race becomes a personal, highly exciting duel. The feelings for me are exhilaration, independence, and danger.

38: How about loneliness?

GRANDIN: Well, I like to be alone on the sea, and so far I've been too busy to be lonely.

Grandin is reading *Tinsley Light* for the TransPac this summer (crewed) and may do the Singlehanded TransPac next summer.



## CUTE CATE

Jim Cate, the youngster in the ASH group at age 41, is a physicist with the Lawrence Livermore Lab. One should never expect to find him home on weekends because he is not only singlehanded in the ASH *Slocum* and *Chichester* series, but is also campaigning his Yankee 30 in the YRA one-design schedule.

A member of Island YC, Cate has been sailing for about 8 years. He started with an O'Day Osprey and then a Catalina 22 which he brought to a 3rd, 1st, and 2nd in his three years of SYRA (Small Yacht Racing Association) racing. From there it was *Dominque*, the Yankee 30 in which he raced both the singlehanded Farallones and Monterey races last year.

38: Competition turns you on?

CATE: I'd say so. I fretted away a goodly portion of my life fooling around with drag cars before someone took me sailing. When I was a Stanford student a few of us got into drag racing. We got so into it we designed and built dragsters and eventually broke 13 world records with them. It was a lot of fun.

38: Those few hours that you're not sailing — do you have any time for hobbies?

CATE: Well, scuba-diving. But to tell the truth, most of my scuba activity now is to go underneath the boat and clean the bottom. Actually, some friends and I have a small winery, so I'm into a lot of beer and wine-making — and consuming, of course.

38: What made you decide to go into singlehanded racing?

CATE: No crew hassles! As for cruising, I'd just as soon have a bit of crew for company — female if possible. My son crews with me a lot of the time, but I'd rather go alone than not

go at all.

38: You're doing very well in the *Slocum Series*.

CATE: I'm the real novice in this group. These guys are real pros with lots of experience and I like racing against people who are very good at it. It speeds up the learning process. Also, it keeps my hair from turning brown again — keeps that youthful grey look.

38: There are a lot of challenges to singlehandeding?

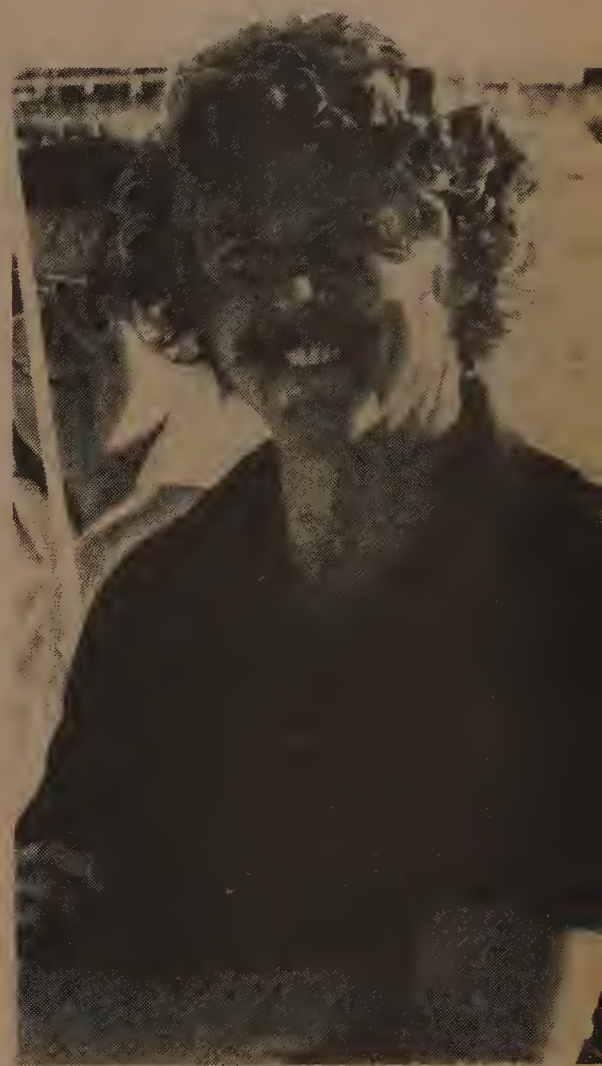
CATE: Right. Trying to stay awake all night in the fog on the race to Monterey was pretty scary. There have also been a few spinnaker wraps and sail changes that posed problems. But I guess the hardest single thing I've done — and this ain't too dramatic — was getting into my crosswind slip one day with 45 knots blowing.

38: How'd you do it?

CATE: (Laughing). I used my dock box to slow the boat down. By the time I'd destroyed it I was going slow enough for normal procedures.

38: Are you planning to make the singlehanded TransPac next summer?

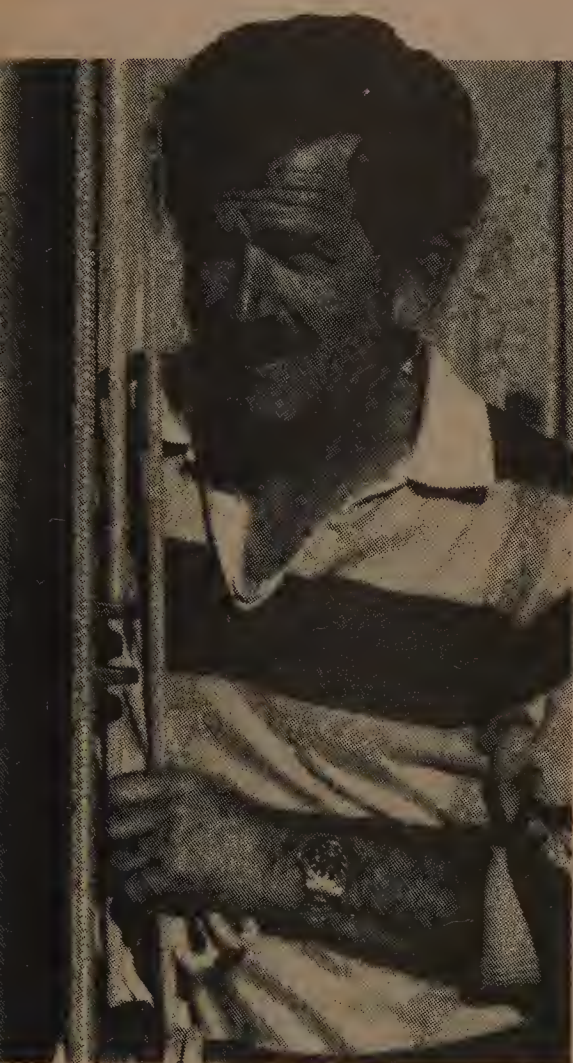
CATE: I'd sure love to if I can get the time away.



I'd just as soon  
have a bit of crew  
for company — female  
if possible



# SINGLEHANDERS



"Mitchell, this is it,  
time to kiss  
old Blithe Spirit  
goodbye."

## HANDSOME DICK

If you see a dark-blue Pearson 36 on the bay with one handsome sailor at the helm, chances are it's Dick Mitchell.

A fifty-year old father of four, Mitchell has been singlehanding at something or the other most of his life, and he says singlehanded sailing is just a natural extension of his past. In 1956 he raced the Alpine events — downhill, slalom and giant slalom — on the U.S. Olympic Ski Team in Cortina, Italy. After that he drove Formula Fords in the midwest, and just recently retired from the Air Force with a 20-year career as a fighter pilot behind him. Mitchell's a survivor, having been shot down twice and rescued by helicopter twice in the course of 99 missions over North Vietnam. He was Air Attache in Saigon when the U.S. pulled out.

Mitchell began dingy racing in Florida in 1968, and later did lots of crewing in Florida, the Chesapeake and San Francisco. But his Pearson *Blithe Spirit* is the first "larger yacht" he's ever owned. With it, he won the H Division in HDA (Handicap Designs Association) in 1977 and won a couple of OYRA/PHRF off-shore races in 1977. He raced the Danforth Series in '78 and singlehanded the SSS Farallones Race in '77 and '78, and the Monterey race in '78.

**38:** It's almost redundant to ask you why you singlehand, but I will:

**MITCHELL:** It's a bigger personal challenge than crewed racing. Some people just like the idea of doing things themselves, being responsible for their own mistakes and decisions. Besides, grinding through a tough singlehanded race exercises one's physical and emotional capacities close to their limits. It makes the feeling of living just a little bit keener.

**38:** What's the hardest thing to do singlehanded?

**MITCHELL:** Jibing the spinnaker

pole in any kind of wind has got to be the singlehander's most dreaded task. Electric auto-pilots and self-steering are just too slow to hold the boat on course so that usually means the boat does a double-inverted outside reverse jibe while you're on the foredeck wrestling the pole. Singlehanders go to great lengths to avoid jibing the pole.

**38:** Is that your worst experience?

**MITCHELL:** Not really. I had read somewhere once that singlehanded sailing could be defined as hour of sheer boredom punctuated by a few moments of stark terror. I found out that's true once in a while.

**38:** Yes . . . ?

**MITCHELL:** It happened on the Farallones race a couple of weeks ago. I actually got my foul weather gear wet from the inside out. We had a nice brisk start, at 7 p.m. with the full-moon rising behind us. Around Point Bonita the wind dropped and it took 9 hours to go the 11 miles to the Light Bucket. That was the sheer boredom part although it was a beautiful night. The wind picked up with the coming dawn and we were soon on our way to the Farallones. Out near the rock I noticed water coming up over the floor-boards. I began pumping like crazy but nothing happened. I checked the seacocks, the thru-hulls, but I couldn't find anything. That's the stark terror part. I thought to myself, *'Mitchell, this is it, time to kiss old Blithe Spirit goodbye' and I began to make plans for abandoning ship. I have a tiny one-man liferaft I keep half-inflated under the seat in the cockpit. I went through all my mental preparations for ditching and then I thought, 'dammit, I'll look for that leak just one more time.'* Turned out it was a flange on the propeller shaft which hadn't sealed properly and I was able to fix it.

**38:** That cost you a lot of time?

**MITCHELL:** No, actually I was first around the Farallones, but Hank Grandin got ahead of me on the way in and Hans beat us both on corrected-time.

**38:** You take winning seriously?

**MITCHELL:** You could say that. I take racing seriously. I sail as hard as I



# SINGLEHANDERS

can and I tried to lighten up the boat as much as I could. Even took off my sleeping bag and silverware. Every little bit counts. I guess I am serious about it.

**38:** Dick, what would have happened if you had had to abandon *Blithe Spirit*?

**MITCHELL:** I would have notified the Coast Guard of my position and also would have called one of the other singlehanders on Channel 68. We

seldom talk on 68, but we keep track of each other during the races. We each keep a smoke flare in our pockets, and if someone ever set one off it would mean real trouble so we would all turn and head for the rescue. We're a very close, tight group. We haven't had any problems at all, but that's our plan. We compete hard against each other, but there's a certain friendship and

cameraderie that would override everything if anyone of us got into any trouble.

**38:** You're going to finish out the *Chichester Series* this summer and fall, and then what?

**MITCHELL:** I'll do the singlehanded *TransPac* next summer, and then . . . maybe sail with friends to points south and west, possibly the Caribbean.

*The Association of Single Handers has an impressive schedule of eleven races lined up for this year.*

*The first series, called the Slocum is a singlehander's version of the IOR Danforth Series, just as the PHRF and MORA spring series are. The Slocum series concluded over Memorial Day.*

*Before the fall series starts, there is a special race, a double-handed race, scheduled for July 14th. The race starts at the St. Francis, goes to Duxbury Reef, and then up to Vallejo. This could be a very popular race.*

*On August 4th the fall Chichester Series begins, and like the spring series, is made up of five races and sails the same courses as the PHRF and MORA fleets. The race on August 4th is up to Drakes Bay, where the boats anchor for the night, and then race back the next day. Then there are 4 more races through October.*

*If you are a competent sailor and would like to enter either the double-handed race, or the Chichester Series, the members of ASH welcome you to join them. For more information, call ASH President, Hans Vielhauer at (707) 795-5290 or Secretary Dick Mitchell at (415) 521-3091.*

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# ANTIGUA



English Harbor and Falmouth Harbor

In the Spring of each year the small Caribbean island of Antigua hosts *Antigua Sailing Week*, and thereby attracts some of the finest racing and cruising yachts in the world for seven days of spirited racing and let-your-hair-down buffunery. The official program lists a busy slate of 5 races in 7 days, but also boldly advertises other non-racing events such as "hell raising".

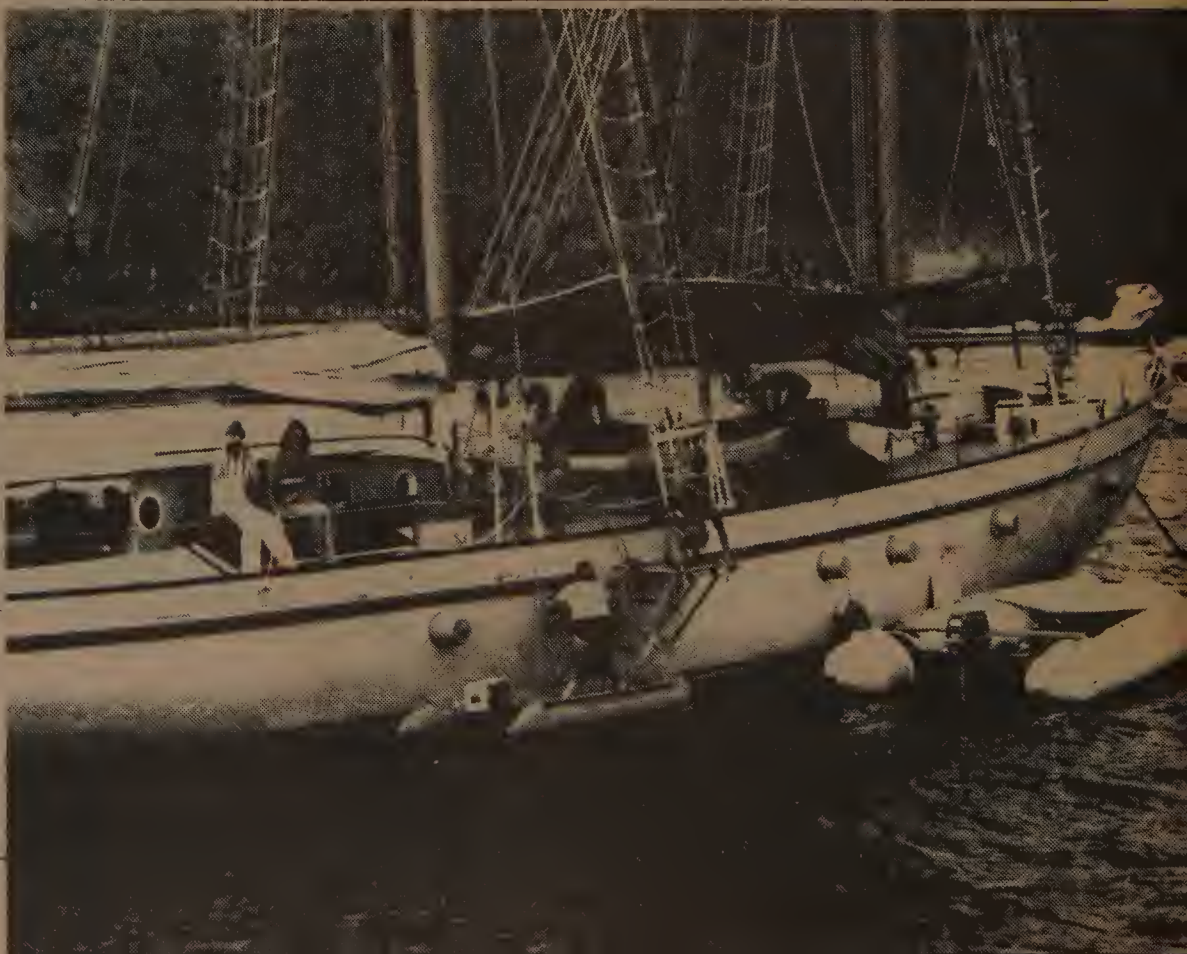
Last year the 'Week' was won by *Marionette*, a member of the winning British Admiral's Cup team. This year 122 yachts arrived from 32 different nations. The biggest racing was *Kialoa* at 79 feet, but she had plenty of maxis for company. *Mistress Quickly*, the former *Ballyhoo* was there; former Prime Minister Heath's former Around-the-World racer *Condor* was there as *Condor of Bermuda*; so was *Jadar*, a 79 foot Palmer and Johnson ketch. There were plenty of smaller speed freaks

from the SORC, as well as other hot boats like the world Two Ton champion, *Iorana IV*.

This year's was the 12th Antigua Week, and the winds, waves, and temperature conditions were ideal. It was equally as pleasant running downwind as it was beating to weather in 28 knots apparent. The men wore shorts and no shirts. The women — and there were quite a few crewing — wore bikinis or went topless. There is widespread belief that the women's attire, or lack of it, has contributed substantially to the growing popularity of the 'Week'.

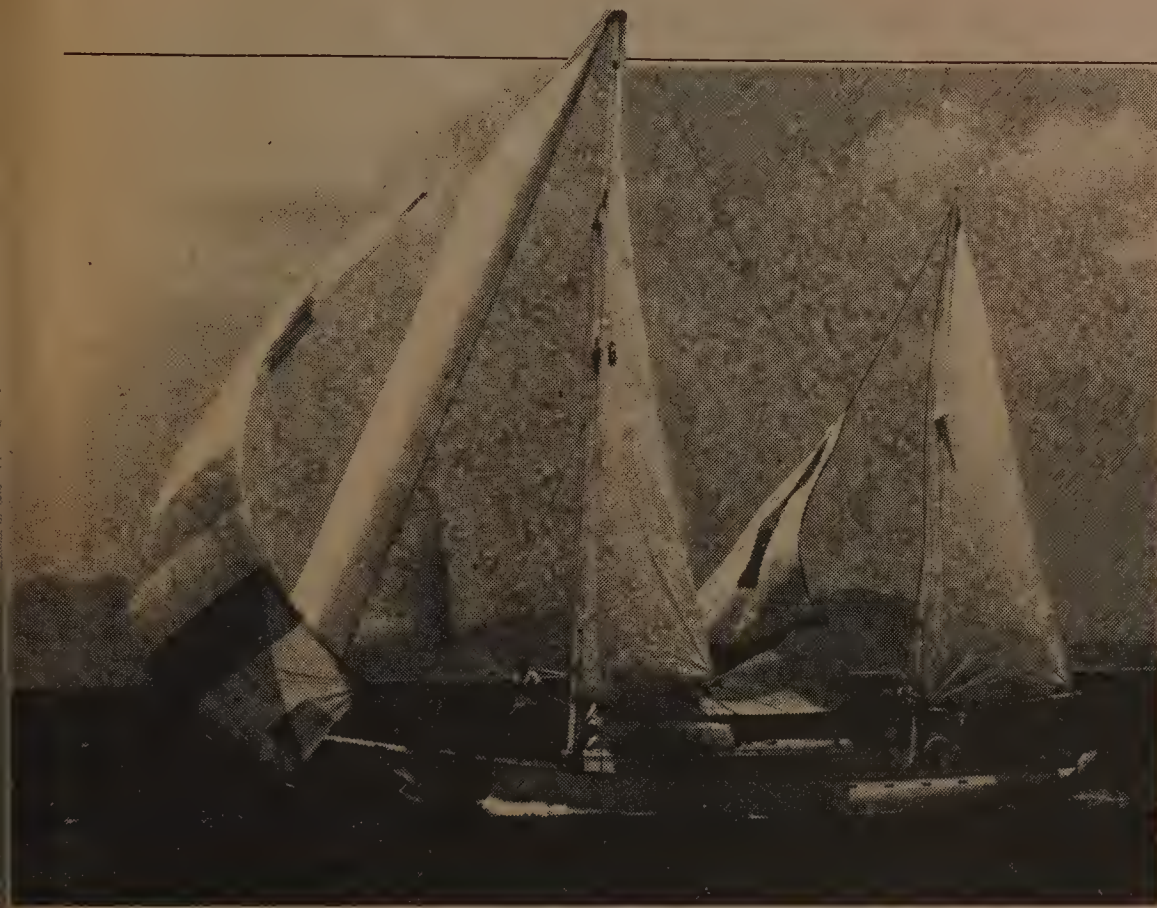
Antigua, at 17° N. Latitude, is a relatively dry island with a population of 75,000 in its 108 square miles. It was mentioned that the name 'Antigua' comes from the two words 'anti' and 'agua' — meaning "no water". The Minister of Tourism denies this, but the

*Antares*, a 104' schooner served as *Kialoa*'s tender for the week.





# SAILING WEEK



"Galatea of Tortuga", a Herreshoff 36 that took 1st in Class, and 1st Overall in Cruising Division.

most prominent plant on the island is a towering stalk with a lovely yellow flower, and *it is* a cactus.

Antigua is liberally laced with history. Elegant fortifications were made from volcanic rock that was cut into bricks and shipped to the island centuries ago. Immense iron cannons strewn about remind you of the battles that were waged over the islands and for the protection of the British colonies. Nelson's Dockyard, an 18th century naval base named after the naval hero served as headquarters for the week's yachting activities. The Dockyard consists of a number of the original 18th century buildings, restored to their original splendor.

The racing part of the Sailing Week consists of four around-the-bouy races of between 25 and 35 miles. Each course had at least 9 or 10 legs which kept everyone busy and on their toes.

The boat I was on, *Kialoa* frequently covers a nautical mile in six minutes, so there is very little time to waste on a 2 mile leg. By the time you get the spinnaker set and drawing well, it's time to hoist a headsail and prepare for a spinnaker drop before the next beat.

The racing is done using the West Indies Yachting Association (WIYA) rule, which is a *time-on-time* handicap system as opposed to the IOR rule which is a *time-on-distance* handicap. Under WIYA the boats are measured and given a *time correction factor* (TCF), and at the end of each race the boat's elapsed-time is multiplied by its TCF to give the corrected time. The larger the TCF, the greater the corrected time will be.

Some TCF's are as follows: *Kialoa*, 1.136; *Mistress Quickly*, 1.093; *Iorana IV*, .900; *Tartan Ten*, .810; and a J-24,

'Exotic' girls are everywhere during Antigua Sailing week.





# THE GIRLS OF ANTIGUA



An 'Antarette' on Antares.

Kruk claims there are 6 men to each woman — but one picture is worth.....



734.

The boats are divided into five different groups for scoring purposes. There are three racing classes, broken down by size, one 'cruiser-racing' class, and one strictly cruising class which required that dinghies be in place while racing.

In the three racing groups the Ron Holland designed Two Tonner *Iorana IV* was unbeatable, scoring 5 bullets in 5 races in her class. Overall she took 2 second-place finishes and 3 first-place finishes to take the Overall Trophy also.

*Kialoa* dominated the maxi boats for line honors, but was unable to correct out well under the WIYA rule. She would beat *Mistress Quickly*, for example, by as much as 12 minutes and still lose on corrected-time. *Kialoa* ended up fourth in her class, partly because of the handicap system and partly because of gear failure in the third race which knocked her out of the 4th race. During that third race both of the coffee-grinders used to trim the huge genoas came unglued. After the race they were torn down and large chunks of teeth and gears were found broken off. Only the arrival of spare parts from San Francisco by plane enabled her to compete in the fifth race.

After the races on Sunday and Monday, Tuesday was a lay day for the fleet and time for different kinds of competition. It began with rather mundane things like Windsurfer doubles and overloaded inflatable raft races. Things began to warm up with the beer drinking contests.

The most popular competition was the 'Wet T-Shirt' contest, an event in which several girls tried to influence the judges by entering without benefit of a T-shirt. Cooler heads prevailed and the winner was chosen because she was just all around lovely. Had the contest been judged exclusively on big boobs, it





Miss Wet T-shirt,  
"all-around lovely."



Roger? Roger!!!!? Yes, it's Roger.

What kind of woman reads yachting? A  
Desenex woman, it would appear.







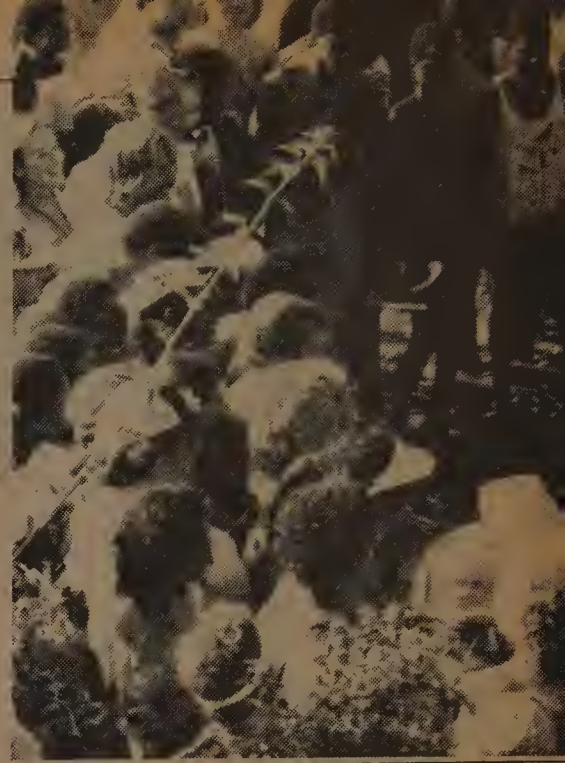
Yes, we have no watermelons.

# ANTIGUA

would have been no contest. There was one young lady who appeared to be smuggling watermelons until she flashed everyone to prove otherwise.

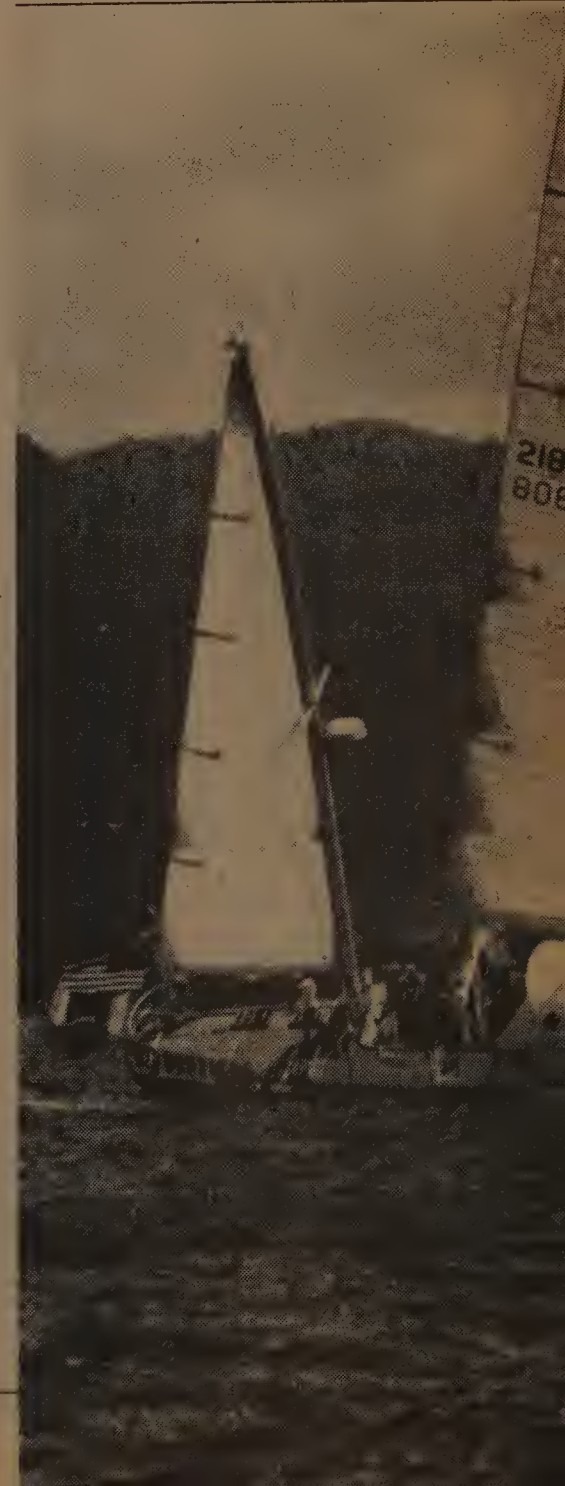
Lay day concluded with a 'drag queen' contest, which was won by "Roger" who was crewing on one of the boats. He was so convincing that there was talk that one only got that good with practice on Polk Street or in New York City. One notable 'flake of the day' was Tom Dreyfus who is instrumental in producing big racing boats like Roger Hall's new 43-foot Peterson design, *Wings*. Tom was rumbling around in a Superman suit with a 36-inch dildo sticking out from underneath his "S". Tom is an old hand at craziness, he being the one who jumped out of a helicopter with all his sailing gear, 60 feet into the water, to make the start of the SORC aboard *Acadia*. Attaboy, Tom!

Some thoughts on Antigua Sailing



80 feet of cruising ketch, cruisin'.

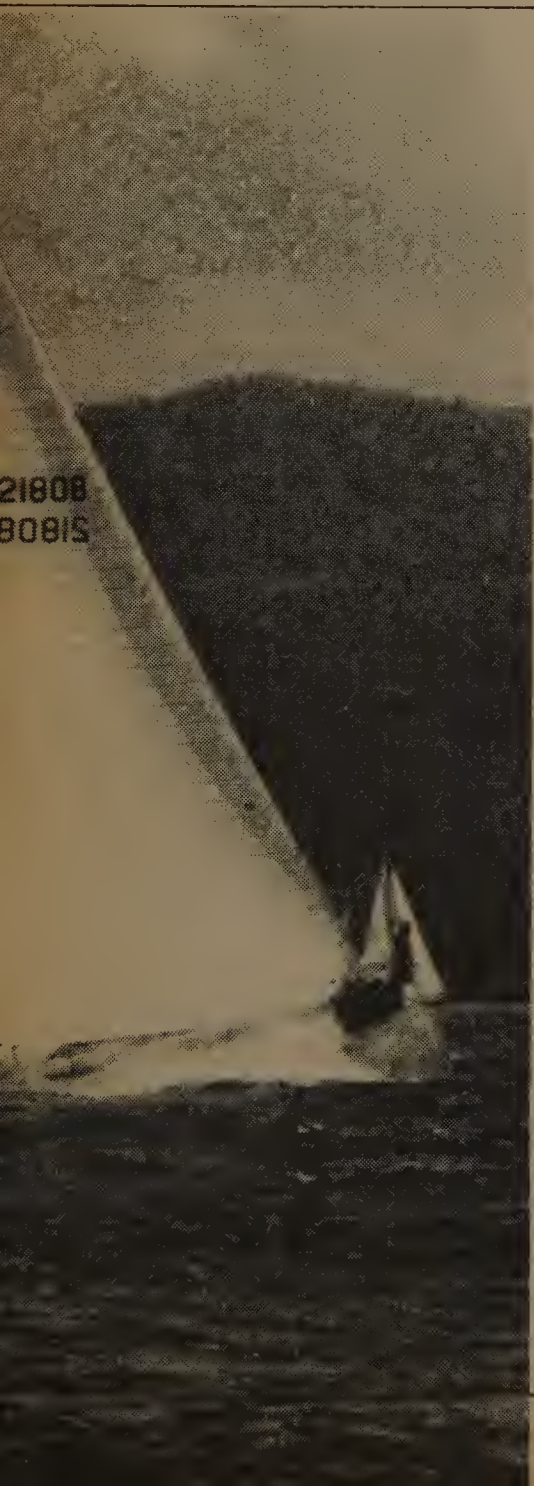
Steel band at the Dockyard.







As the crowd crushes in to watch the topless girl, the one native kid says to the other, "I told you these honkies are crazy."



## SAILING WEEK

Week. The sailing and racing was the most beautiful and comfortable I've had anywhere. And, the soothing music of the steel drums and occasional calypso singer made the evenings easy also. The ratio of males to females is about 6 to 1, so if you want female companionship in Antigua, you had better bring your own. If you are female however, you can put your money on Antigua and bet you're going to come up a winner. Antigua is short on accommodations during Sailing Week, since the event has really outgrown the island in this regard. The only dinners available are at \$20 a shot, and since there is no McDonalds or 'quick bite' facilities, you either eat graciously or you don't eat. Antigua is primitive by stateside standards, but even U.S. oil companies could learn some lessons there on price gouging. The sailing though, the sailing was beautiful.

— ***louis kruk***

— ***all photos by louis kruk***



Super-pud, Tom Dreyfus, no doubt closing a boat deal with one kind of human or the other.

Mandrake tries to catch lorana IV.





# COLLEGIATE

The vacant parking lot begins to fill with cars and boats. A van, trailing a flotilla of Lasers and Flying Juniors pulls up alongside a dilapidated Volkswagon, followed by a dilapidated FJ. Students swell out of the van, stretch their legs, and swarm over the trailer. Down the line of cars, acid rock blares out of a truck. Soon the parking lot is filled with students efficiently rigging boats and carrying them down to the dock.

It is the fifth day of races in the Pacific Coast Intercollegiate Yacht Racing Association's (PCIYRA) Northern Series. Each spring teams from as far south as San Luis Obispo and as far north as Humboldt meet at different turfs every other week for a day of many short, but intense races. Today Berkeley is hosting the fifth day of racing in the six-day series.

The Northern Series serves as a qualifying event for the PCIYRA Dinghy Championship. Out of the twelve teams in Northern California, the top six qualify for the the Dinghy Champs. There they run against the top six team from Southern California. The victor and runner-up in the Dinghy Champs qualify for the North American Championship.

An informal skipper's meeting is held at the hoist:

We'll have twelve races today — six in each division. 'A' Division will sail three races back to back and then we'll switch boats and 'B' division goes out. Lasers start after the Flying Juniors. The course is a triangle, finish to windward. Three minute starting sequence. Any-questions? O.K., there's a map to the party tonight on the sailing instructions. We're taking up a collection for a keg."

On the water the FJs and Lasers spar upwind in the ten knot breeze, testing the weather leg.

"Doug, your leach looks a little loose," one teammate calls to another.



Stanford Laser team. Chuck Lamphere, Paul Yost, Bill Keller — winners of Northern Series Laser.

An adjustment is made and both boats sail upwind, comparing speed. The race committee settles in place and the starting sequence begins. Because the course is short, boat speed is less critical. With nearly twenty boats crowding the short course and starting line, the start, tactics, and an ability to handle tight situations are of primary importance. Some students who race an FJ in one division and a Laser in another must jockey for a position on the starting line twelve times that day. Mark-rounding provides a challenge to even the most competent pre-law student. can be befuddled when six boats simultaneously converge upon the jibe mark.

Sailors who aren't racing in the division which is out on the water wait on-shore. Some watch their teammates. Some study. The dashboards of cars are littered with books — everything from Aeronautical Engineering through Hegel and Shakespeare to Zoology. Others enjoy the sun and talk. By mid-

afternoon spectating becomes the favorite pastime. Binoculars and cameras focus on the jibe mark. In the twenty-knot breeze Laser sails cavort like windmills.

Intercollegiate racing provides an invaluable experience for the young sailor. For those who have not had a strong racing background, the concentrated short races condense several years of one-the-water experience into just one season. On the collegiate circuit a talented sailor can refine his racing skills and contend with some of the finest sailors in the country.

Most collegiate events are sailed in small two-person dinghys, such as the Flying Junior, 420, or Lark, but some are held in boats ranging from the Laser to the Cal 40. Also there are intercollegiate team and match-racing events.

In most events a team must field two skippers — one in 'A' division and another in 'B' division. At the end of the





Cal-Berkeley Sailing Team. First in Flying Juniors for Northern Series.

regatta results are tallied in each division and the team with the best overall performance in both divisions wins. Thus, depth and continuity are important team attributes. Rarely does a team with on hot-shot win a regatta.

One of the most important aspects of collegiate sailing is camaraderie. On most other levels competitive sailing is a highly individualized sport. Fielding a successful team, however, requires organization and travel to regattas, boats to repair, funds-raiser to put on, practices, and parties — all of which hopefully knit the team together.

Within northern California sailors get to regularly compete with students from other schools. If a team travels to national or intersectional regattas, they develop friendships with sailors from all over the country.

Some of California's top young sailors are racing the collegiate circuit. Several of them, like Stanford's Alan Norman and Paul Yost, Berkeley's Dave Camerini, and Santa Cruz's Tom

Walsh hold national titles. Others, such as Bill Keller, Chuck Lamphere, Tom Feldstein, Chris Klein, Brad Wheeler, Jim Buckingham, and Doug Bergh — to name a few — have been strong contenders in Youth and One-Design championships.

A great many women compete collegiately, both as crews and skippers. To encourage women skippers it was ruled that if a team forwards two FJ crews, a woman must skipper in one of the two divisions. UC Santa Cruz, a formidable opponent, has a nearly all-female line-up, led by Senior Jane Ellis. In the past Berkeley has dominated women's intercollegiate racing on the west coast, winning three of the five past women's Pacific Coast Championships. Last year, led by Vicki Call and Susie Klein, they won the Women's Intercollegiate North American Championships by a wide margin. Sailing consistently well, Stanford's promising Freshman team of Holly North (yes, she's related) and Nina Bohleen, swept

the 1979 Women's Pacific Coast Champs which were held at San Luis Obispo. They will travel to Yale to compete against some of the top women sailors in the country in the North Americans, June 3rd - 5th.

Despite all the talent and activity on local collegiate teams, it is only recently that two Northern California teams, Berkeley and Stanford — ranked thirteenth and sixteenth respectively — have begun their ascent through the ranks of nationally rated teams. In March both teams traveled to Annapolis to race in the Trux Umstead Regatta. Stanford placed eighth, with Berkeley following in ninth place. At the Pacific Coast Inter-Collegiate Championships on May 4, 5 and 6, Berkeley won the team racing eliminations and took second to current North American Champion, UCLA, in the Dinghy Championship. Both teams will travel to Chicago early next month to race in the North American Dinghy and Team Racing Championships.

There have been spurts of brilliance from northern California teams, such as when UC Santa Cruz won the Inter-collegiate Sloop Championship in 1977 and when Berkeley won the Women's Championship in 1978, but up until this year the local teams have been obscure in the national picture. The two main debilitating factors for the west coast teams are the lack of facilities and the fact that most major regattas are sailed on the east coast. Anyone who has driven along the Charles River in Boston cannot but be impressed when within a mile-and-a-half they pass MIT's, Boston University's, and Harvard's boathouses — all with their own fleets of Lasers, 420s or Tech Dinghys. A few miles across town, Tufts practices daily in Larks and Lasers, producing some of the best sailors in the world.



# COLLEGIATES



The ubiquitous Laser is the favorite collegiate one-hand board boat. It's easy to rig, inexpensive, and at 150 lbs, easy to haul around.

With such facilities, an entire sailing team can get out and race against each in practice sessions and have plenty of boats to encourage novice skippers and crews. Distant teams are able to travel to regattas without the hassle of trailing their own boats to race in equal — though notoriously slow — boats. Some schools have full-time coaches and daily practice session similar to regular varsity sports.

The difference among northern California teams is marked. Here, even the most well-equipped team has at most three FJs and Lasers, barely enough for any sort of regular practice racing. Boats and sails which have seen seven or eight years of service are expected to compete with new, super light boats.

To a great extent, a team's success depends on the sailors who decide to attend the school, and the amount of funding which the sailing program gets or can generate. For the smaller schools,

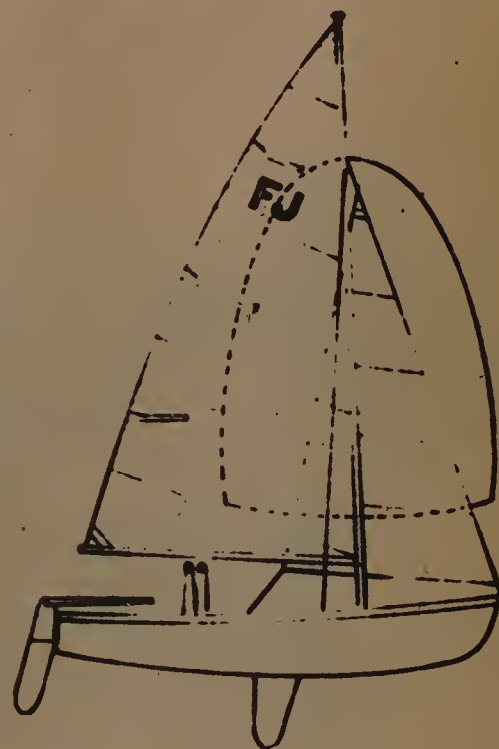
such as Sonoma State and the College of Alameda, who receive little or no funding, it is difficult to compete with schools which have several FJs and Lasers, access to school vans, and perhaps even a coach.

Some of the schools with less funding have managed to overcome the money problem. Cal Poly at San Luis Obispo is a small team, but their enthusiasm and extra effort have enabled them to make a creditable showing on the circuit. Their school allots them barely enough to register in PCIYRA and to register and maintain a small trailer. But through fund-raising and work parties they have acquired a reasonably competitive FJ, and several Lasers. Their efforts cumulated when they were able to travel to Annapolis last year for the Trux Umstead Regatta and this year to Kings Point for the Admirals Cup.

A lack of money and time away from schoolwork make participation in the major intersectional regattas nearly impossible for western schools. Without a fleet of boats for them to race in, they can hardly expect to entice eastern team to race on the west coast.

Any top-flight program needs team

“To encourage  
women  
skippers it was ruled  
that  
if a team forwards  
two FJ  
crews, a woman  
must  
skipper one of the  
two.”



The 13'3" Flying Junior is a popular collegiate two-person dinghy. Skipper works the tiller and main sheet; crew takes jib, spinnaker, pole, sheet and guy. Great for teamwork.

depth and continuity so that its performance does not fluctuate radically from year to year, dependent on a couple of ace sailors or organizers. Measures have been taken by the PCIYRA which will encourage continuity among teams. In January it was voted that in 1981 each team will buy a Vanguard collegiate model FJ. This will eliminate the problem of unequal boats as well as enable eastern teams to come out and compete on our own waters. Larry Schmelzer, faculty advisor to the Berkeley Sailing Team envisions a facility at the Berkeley Marina where veteran collegiate racers and novices alike can practice and learn to race in a fleet of equal boats.

With these innovations, and interest and support for sailing teams on the part of students, the future looks bright for local collegiate sailing teams. They are a tremendous opportunity for aspiring experts and enthusiastic novices wanting to develop their sailing skills.

— susie klein



# Grand Designs

## TARTAN 37



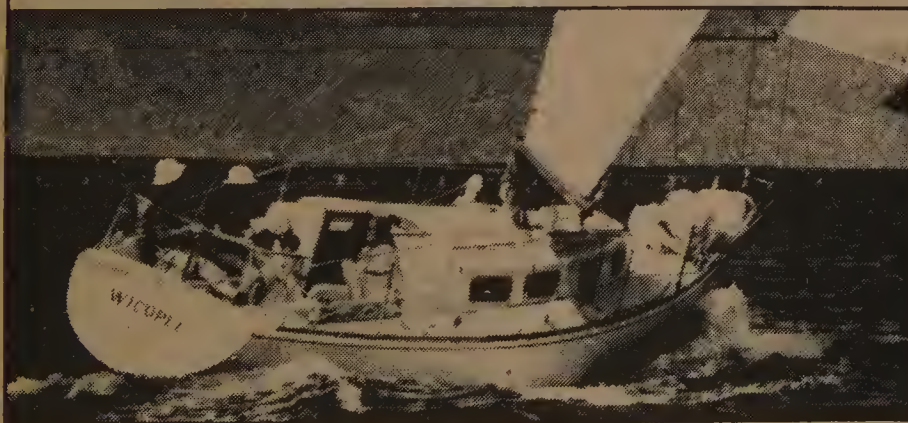
The Tartan 37 is the finest yacht America can produce! From the boards of Sparkman & Stephens, comes the performance of a Swan with a woody below deck interior, plenty of light, ventilation and copious storage space. Prospective buyers for the T-37 are reaching for the top, the best of designed performance, and the best of cruising amenities. These qualities coupled with the highest resale value in the industry make Tartan 37 a grand yacht.

## SAN JUAN 24

Winning comfort. The 24 is a lot more than a bare one-design racer. The interior is finished in fine teak veneers. The hull and deck are lined for heat and noise insulation, plus good looks. The cabin ports and tinted plexi-glass forward hatch provide more than enough light on the gloomiest rainy day, while the main cabin bulkhead divides the interior space to give the forepeak more privacy than you'd expect on 24-foot boat. Racing or cruising, the 24 is a cozy, comfortable place to be.



## TARTAN 30



Previous experience by both Tartan and Sparkman & Stephens contributed heavily to the creation of the Tartan 30, which with more than 500 sailing remains one of the most highly desired cruising and racing auxiliaries. The outstanding resale values confirm the success of the design and the care with which each T-30 is built. The control of helm has proven to be exceptional and will be particularly noticed by helmsmen unaccustomed to being able to leave the tiller.



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# FLOTATION

In recent months there have been at least three sinkings that could have been prevented by some form of damage floatation.

The most common form of such floatation is foam or air bags. The amount of bouyancy required is about equal to the vessel's displacement. For typical foams this amounts to about a cube 40 inches on a side per ton of displacement. At first glance this seems like rather a lot of lost volume, but typical yachts have so much void space that this can usually be accomodated without too much difficulty. In fact the *Flying Dutchman 12* (52 feet long) is said to have just such foam, and all motorboats under 20 feet are required to have this floatation.

The other method of accomplishing level floatation after damage is to subdivide the vessel with watertight bulkheads. This is general practice on most commercial vessels. In theory, the flooded space will be supported by the other unflooded spaces. For a variety of reasons, the bulkheads of most ships are quite numerous, but the average yacht can achieve acceptable subdivision quite easily. In the course of designing a small yacht, the author (mainly out of curiosity) ran a *floodable*

## OUTBOARD ELEVATION

25 M<sup>2</sup> YACHT

c.s. 1/61/74

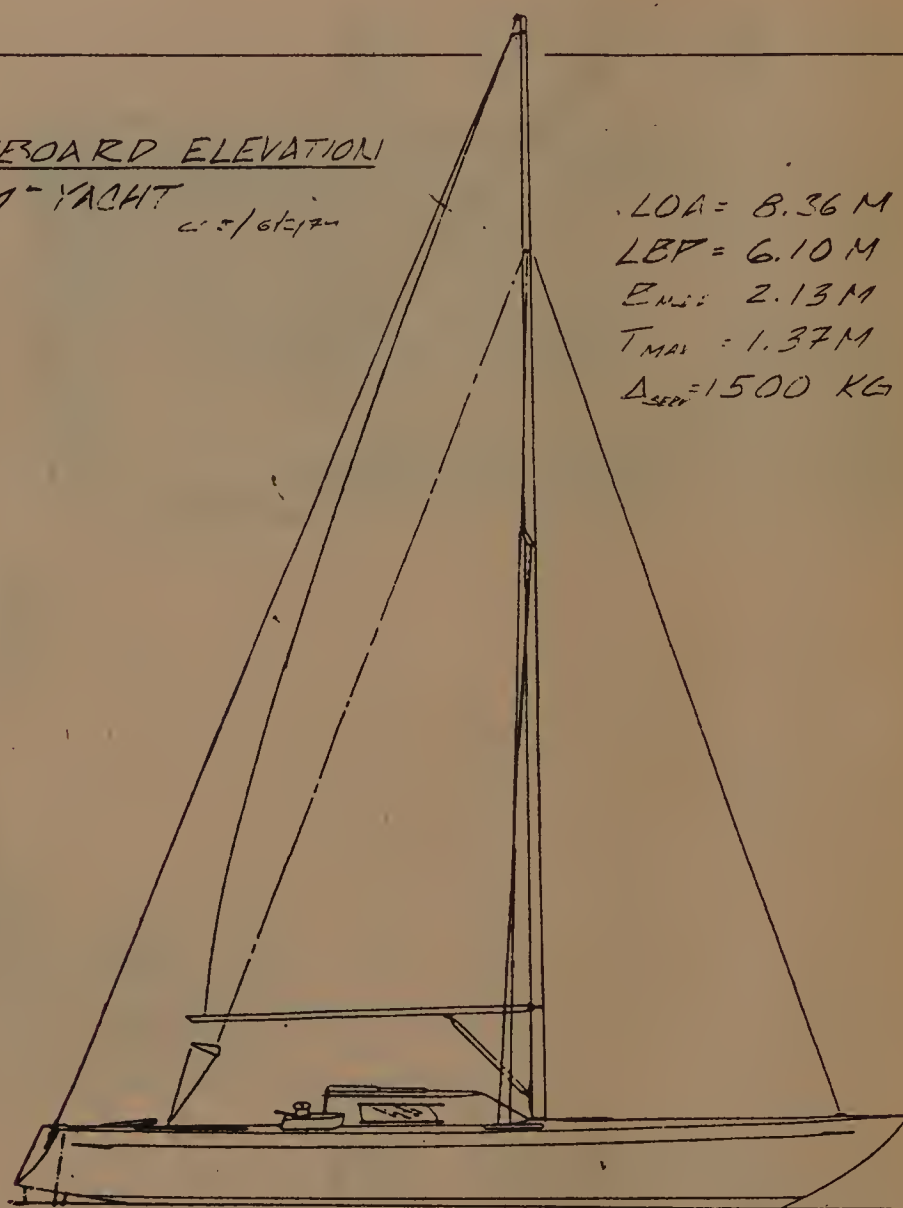
LOA = 8.36 M

LBP = 6.10 M

ENL = 2.13 M

T<sub>MAL</sub> = 1.37 M

$\Delta_{SEP}$  = 1500 KG



## A SECOND OPINION

Recent articles about *Urban Guerilla*, *Pi*, and the JCR liferaft, among other reported incidents, all suggest that perhaps the time has come to re-examine the conventional thinking on the floatation properties of damaged or flooded yachts.

Nearly all ballasted boats share what I consider to be a highly undesirable characteristic: if the watertight integrity of the hull is lost, even in the most insignificant way (like a thru-hull fitting failure), the boat will fill with water and go straight to the bottom (sink). The established method of avoiding sinking

is to have conservatively designed hull and deck structures, sufficient stability to keep necessary hull and deck openings well above water, and a very good bilge pump. This approach would be acceptable were it not for the continuing trend for construction to be less and less conservative, while the amount and effectiveness of ballast is reduced.

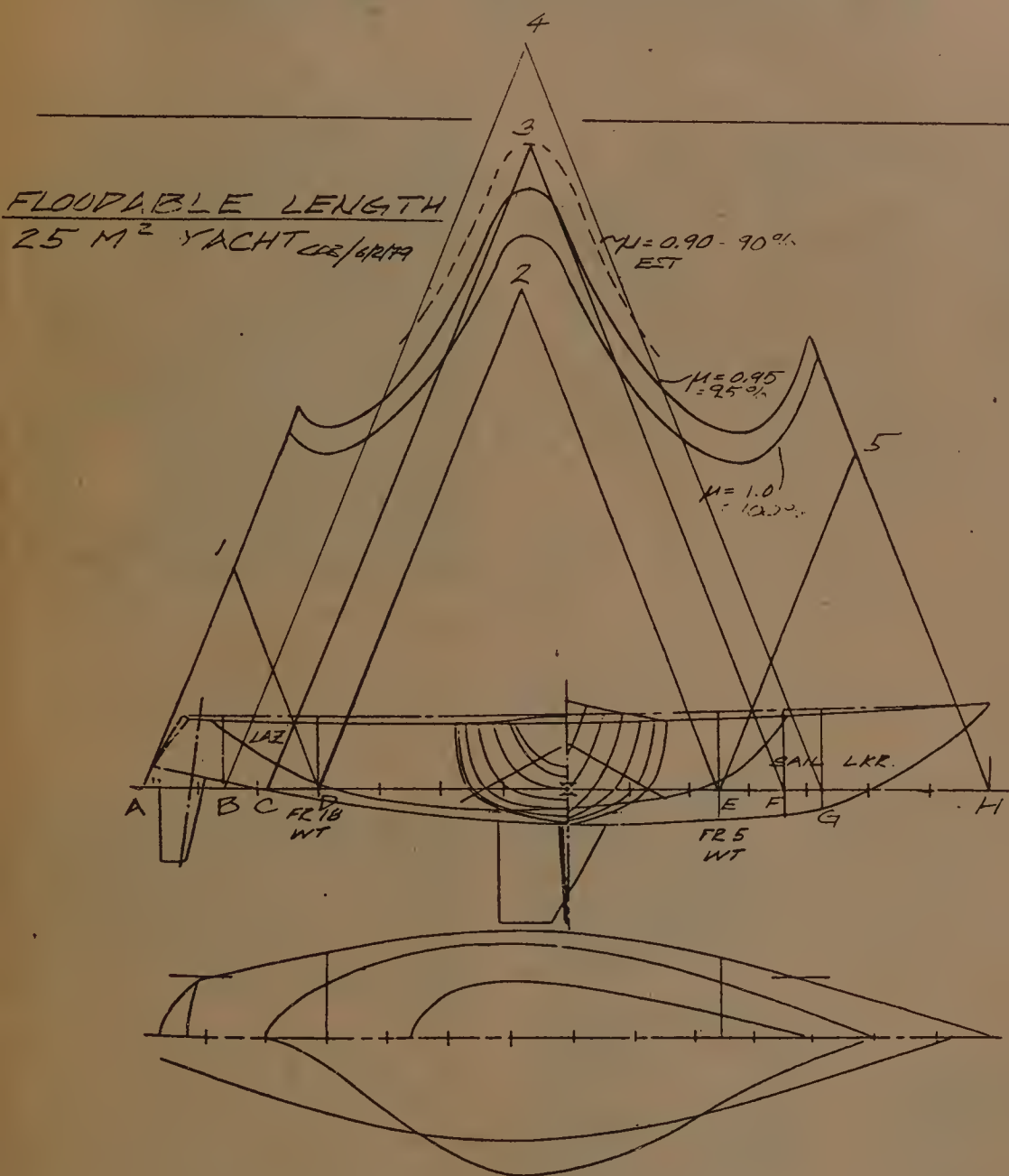
*Pi* was an extreme example — so lightly ballasted, apparently, that it would float after complete flooding, a fact which I suspect the crew was not aware of when *Pi* was abandoned. If *Pi* had carried a few blocks of foam in the

right places (which doubtless would have weighed less than the inadequate liferaft) the crew would have known for sure that the boat was not going to sink, and the outcome might have been very different.

The same applies to *Urban Guerilla*. Twenty cubic feet of foam will float the boat in swamped condition by a big margin. Last summer I had the pleasure of racing to Santa Cruz on a *Santana 20* (and hasten to add that I carefully scrutinized the weather, wore a wetsuit for the entire race, and brought my own EPIRB!) We sailed with about 18 cubic feet of foam in the forepeak and under



# FLOTATION



length calculation by computer. The results are shown in the diagram.

This drawing shows the shape of the hull and three curves of floodable length, one for each assumed "permeability" (percent of volume available for water to fill.) The curves are plots of TOTAL length of the compartment which can be safely flooded (so that the vessel will still have the deck at least three inches above water) as a function of the location of the center of the compartment. The scale of the plot is arranged so that the triangle with sides parallel to the end lines will show the allowable location of the bulkheads.

For example, since triangle B4G (bulkheads at B and G) has a point above the curves, the vessel will sink if this space is flooded. Bulkheads at C and H are just barely safe if only 90 percent of the vessel's volume can be filled with water, (10 percent of the space is taken up by structure, tanks and so forth) since triangle C3F just touches the 90 percent curve. The actual bulkheads were placed at D and E for other reasons. Since triangles A1D, D2E, and E5H all end well below the 100 percent curve, any one of these spaces can be flooded without causing the vessel to sink.

the cockpit, and were surprised at how little it interfered with gear stowage or use of the berths.

But the psychological effect was far more impressive. Have you ever been lying in your berth off-watch, conjuring up images of the sharp end of a derelict log, or a corroded keelbolt, or the bow of a tanker? Have you thought of all the stories you've read of crews desperately bailing for their lives, or struggling with unreliable and poorly designed rafts? (See recent issues of *Latitude 38* for examples of both). Maybe this is just raving paranoia, but I felt very, very good to know that whatever happened to the

boat I was racing on, at least the wreckage would float.

I don't mean to imply that adding foam transforms the Santana 20 into a safe long distance ocean racer — the boat definitely has limitations — but there are some catastrophic scenarios that can apply to any small boat. It's very nice to know that in a knockdown, pitchpole, or capsize, or if the keel falls off or the hull splits open, or if a rock, ship, log or whale doesn't stay out of the way, survival will not hang solely on the fast deployment and proper functioning of a raft.

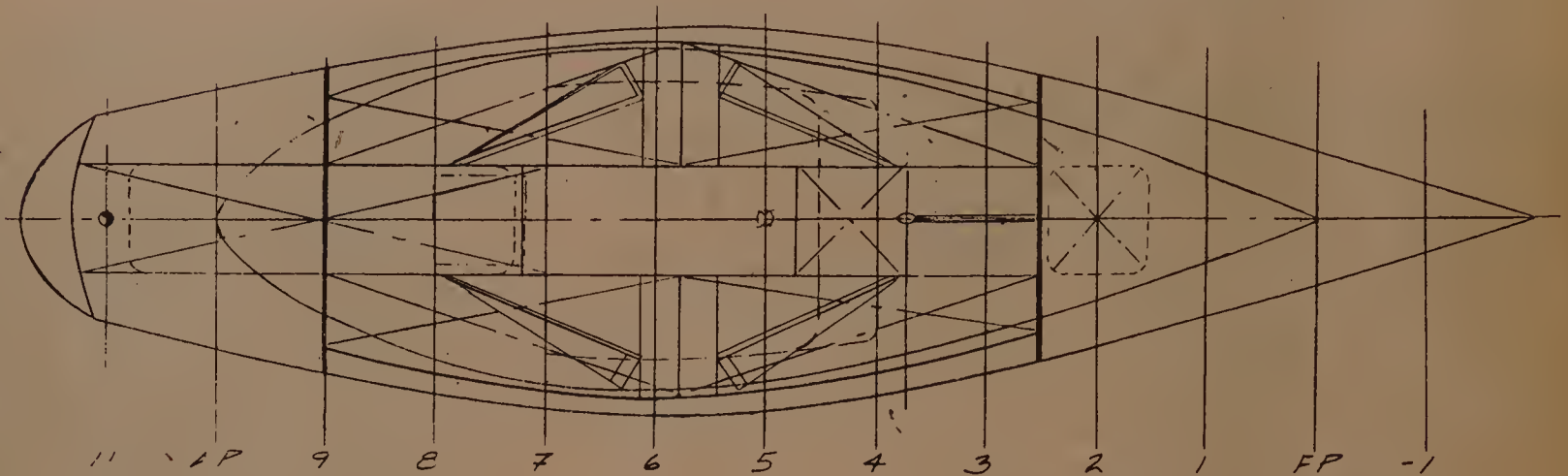
I am currently in the process of install-

ing about 30 cubic feet of foam in my Cal 20, and know of one Santa Cruz 27 owner who is planning to do the same. It weighs less, costs less and works better than a liferaft! Inevitably this approach will become standard practice for small or light-displacement boats (watertight subdivision, by the way, is a natural for the larger and heavier yachts). If all goes according to plan, you can expect to receive a photo of a swamped Cal 20 sailing around the marina!

— paul kamen  
naval architect



# FLOTATION



Bulkheads were placed at Station 9, and between 3 and 2 - "for other reasons"

The interesting thing about this study is that very few bulkheads are required to achieve adequate subdivision, and that in this case at least, the required bulkheads need not interfere with accommodations or structure. Of course, these curves are only useful for this vessel at its designed draft. The expense and difficulty of preparing these curves without computer aid has made it very hard to find data for other vessels, so these curves may not be typical. The relatively light displacement and long overhangs of this design certainly help the floodable length. The relatively low freeboard and narrow beam probably hurt.

Of course, whether or not subdivision

is worthwhile is a second question. Foam may be more appropriate. Alternatively, the traditional approach is to ignore the problem altogether. This has had a good record of success since relatively few recreational vessels are lost by sinking after collision or foundering, and fewer still lives have been lost when yachts have sunk. Even in commercial shipping, some types of vessels (for example Great Lakes iron ore carriers) are not routinely subdivided. Subdivision and foam flotation (or some combination) is possible for most yachts. It may be worth thinking about.

—**christopher d. barry**

*Christopher Barry is a naval architect*

who has worked on projects from ammonia/propane carriers and OTEC platforms to 40-foot sloops, small passenger vessels, and charter boats. He is co-author of "A Rational Approach to the Design of Cruising Yachts".

Chris teaches various classes at the Bay Area Marine Institute (BAMI), which is a non-profit California corporation formed "to provide educational and vocational training in maritime skills and community and public service within the marine environment".

For more information on this rather complex subject, contact Chris through BAMI, at Pier 66, San Francisco, 94107; or call (415) 552-4500.

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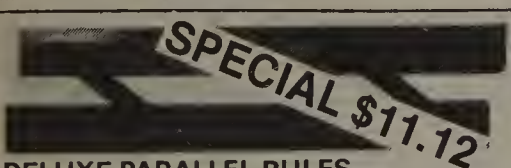
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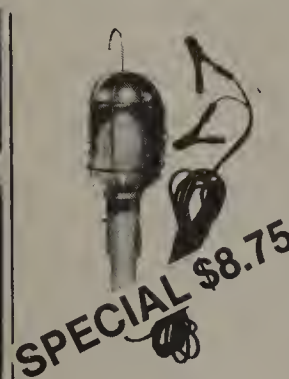
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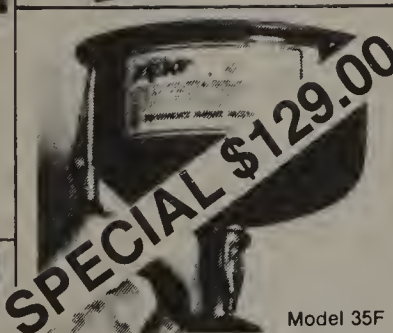
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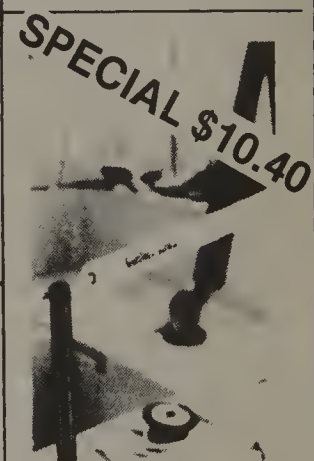


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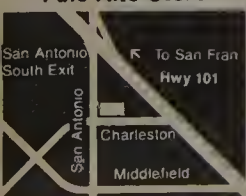
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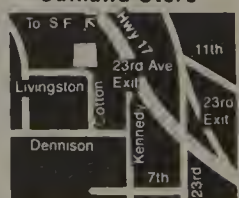


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# CHAMPION

A *williwa*, says Webster, is a strong gust of wind. And that, is what won the 9th Annual ODCA Champion of Champions regatta held off the St. Francis YC on May 12 and 13.

In a deja-vu scenario, Wayne Hallenbeck's *Islander 36 Williwa* snatched the trophy out from under the nose of Bill Patry's *Hawkfarm, Manface*

for the second year in a row. But it wasn't easy. And he may not get to keep it. A protest lodged against *Williwa* was heard at the time and is now on its way to the USYRU Appeals Committee along with a protest against a protest committee. It may be months before it's straightened out and could change the standing for the first three places.

To the racing fanatic, the ODCA (One Design Classes Association) Champion of Champions regatta is a stange but fascinating event. All of the 1978 one-design class champions are invited to compete against each other, in their own boats. The boats are handicapped under a special C of C handicap which is similar to a PHRF rating. Regatta chairman George Horsfall feels the handicap system, based on past C of C performances is "pretty valid". In one race seven boats came in within one second of each other on corrected time.

The five races, that make up the series, are about five miles each. They all begin at the St. Francis with a windward beat to the nun bouy or 16.

The first start at 11 a.m. Saturday was magnificent — 23 boats, the best in each class, hard on the wind and right on the line at the gun. Light winds favored light boats, but the flood tide favored nobody. Right from the beginning it was *Manface* and *Williwa*, mano-mano.

Having to give *Manface* 18 seconds per mile, *Williwa* played the eddy smartly down the beach and sail to a first, followed by *Manface* in second, and Dick Cardoza's *Quente* in third. Both lead boats threw out the second race which was won by Frank Deitrich's *Excalibur*, *Quest*, with Don Gibson's *Challenger*, *Floozie* in second and Andy Hall's *Ranger 26 Danville Express* in third.

In the third race it was *Williwa* winning with *Quest* and *Quente* in place and show. By the start of the fourth race the duel was on, with *Manface* and *Williwa* gunning for one another.

Jockeying for position after the 5-minute gun, *Manface* appeared to have *Williwa* pinned against the seawall. *Williwa* called for room to jibe. *Manface* promptly jibed over but the wiley *Williwa* tacked instead of jibing and escaped from the *Hawkfarm* which immediately flew the red bandito.

The protest committee denied the protest saying that neither boat was hurt materially. But, the protest committee is

Dee Smith and Bill "Captain Bad" Patry.

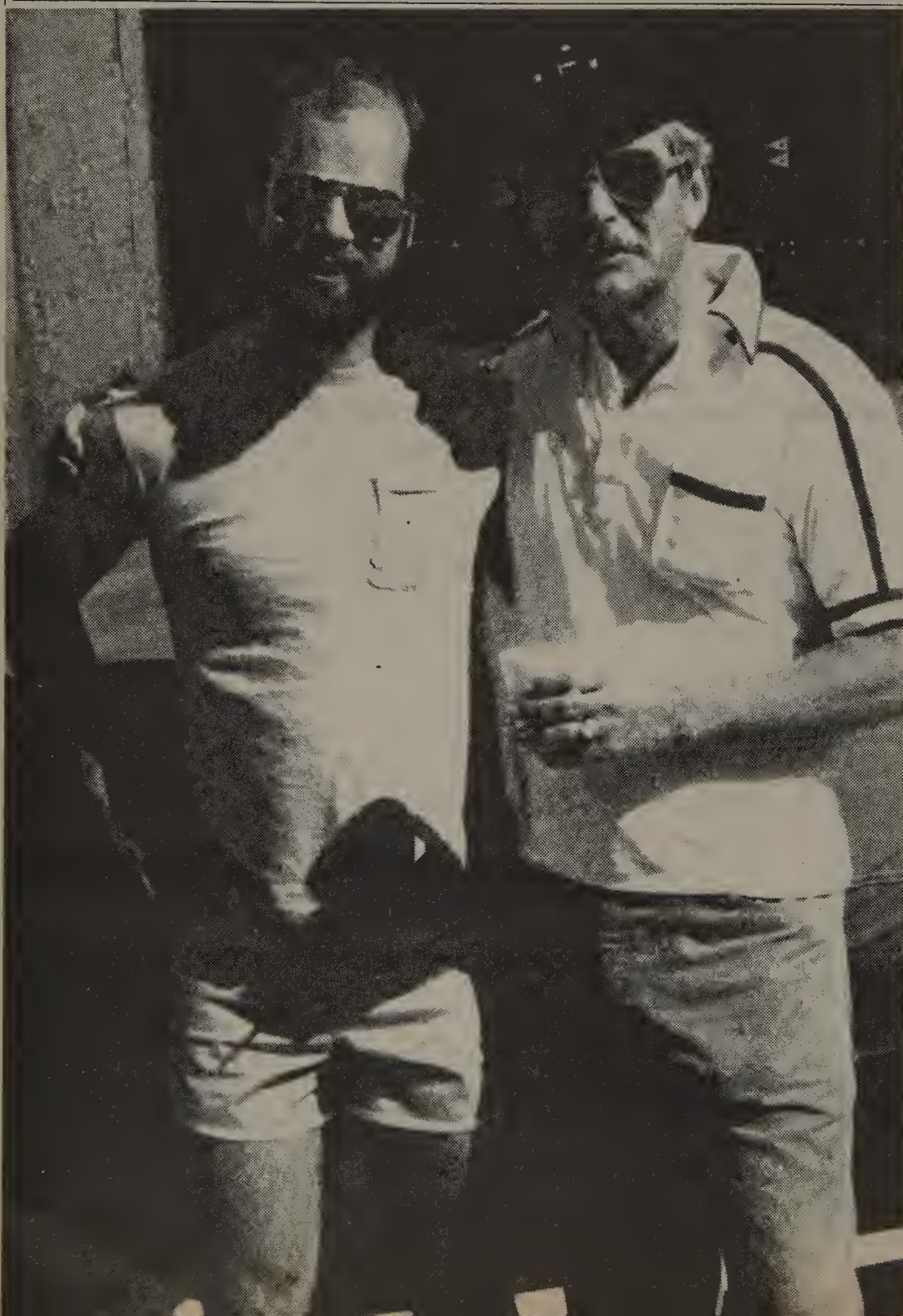


PHOTO BY SUSAN VAUGHN



# OF CHAMPIONS



PHOTO BY DIANE BEESTON

Wayne Hallenbeck and crew to sail "Williwa" under, during an earlier race.

being protested and the whole thing has been taken to the higher USYRU Court of Appeals.

If a yacht calls for searoom after the gun and doesn't take it. . . well, doesn't it have to?

Race four saw *Williwa* take first with

*Manface* second, and *Zinfandel* in third. In the fifth and final race it was Terry Anderlini sneaking up in his Knarr *Benito* for first, with *Williwa*, and *Manface* finishing their duel in that order.

The overall winner — pending the outcome of the protest, of course — are

*Williwa*, *Manface*, *Quest*, *Quente*, *Zinfandel*, and *Floozie*. ODCA President Jim Jesse and George Horsfall ran a right smart race deck at the St. Francis, but the Champion of Champions is going to drag out for a long time.

— sue vaughn



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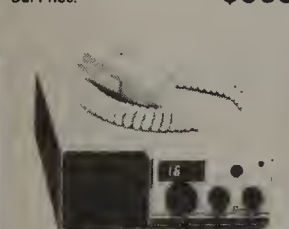
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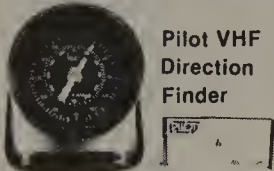
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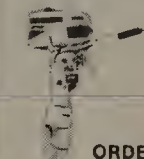
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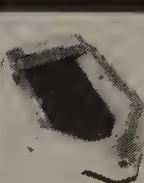
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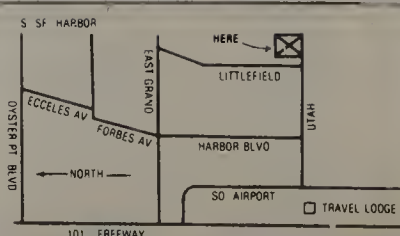
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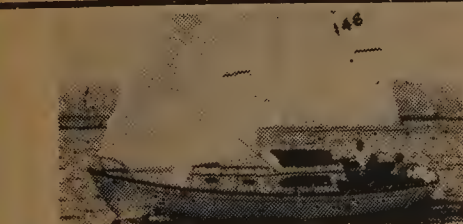
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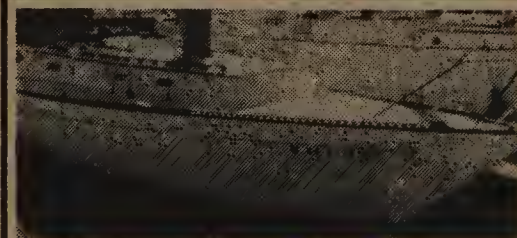
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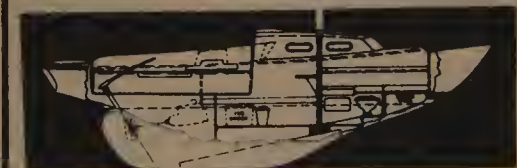
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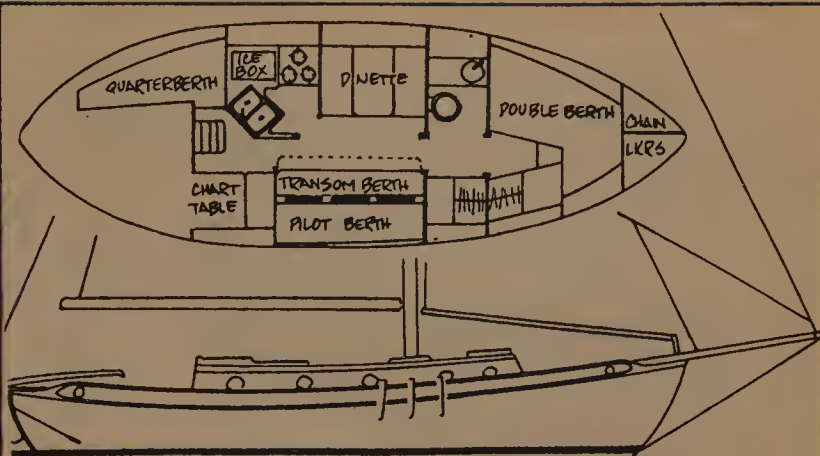
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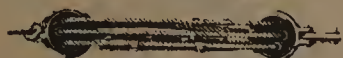
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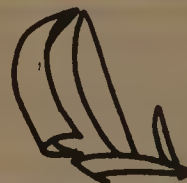
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29' COLUMBIA DEFENDER .....	14,950		

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**MATTSON SCHOONER-SEA HAWK 55'**: Built in '76 at Betts Marine, expertly crafted with exquisite hardwoods throughout interior. An excellent liveboard cruiser. **\$86,000.**



**ALLIED'S MISTRESS 39 KETCH, 1977** center cockpit, aft master stateroom with king-sized berth, H&C pressure water, kerosene heat, zodiac inflatable. **\$98,500.**



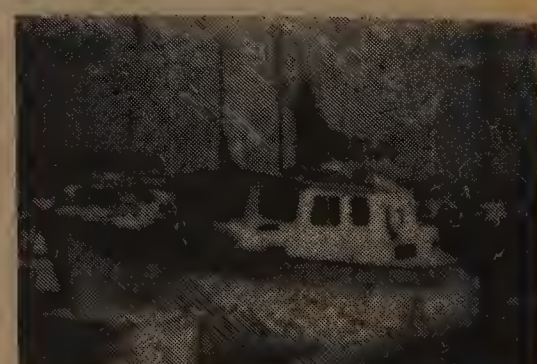
**NORTHERN CALIFORNIA DEALERS for Nor'West 33.** Now available for inspection at our Sales Dock. A fast full keel cruising sloop.



**RANGER 28', 1977½**, like new condition, sailed only 6 times, Atomic 4 inboard, VHF, depth sounder, 3 Whaler pumps. Owner must sell. Price reduced **\$24,000.**



**30' BRISTOL IB** Excellent Sails — Well Maintained. The best in this area.



**VEGA 30 HORIZON**, priced \$10,000 under replacement, full Galley, Pilot House, jib and main sail. Long range cruising capabilities. A good sea boat.

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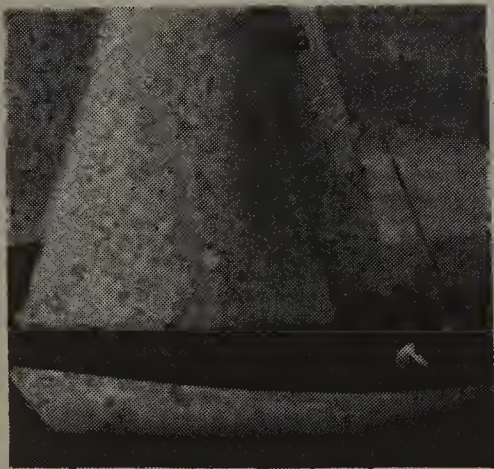
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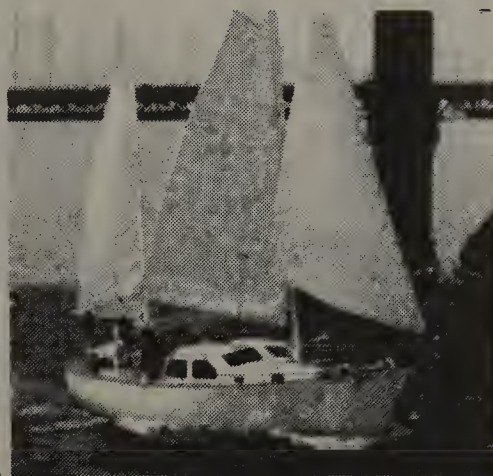
## 35' VINDO,

1974. A superb Swedish quality Yacht, exceeding Lloyd's specifications. She has a full keel, diesel, and is loaded with cruising equipment. ...\$57,500.



## 37' SEA BIRD KETCH,

1975. Spacious center cockpit cruising ketch. She is fully equipped for live-aboard. ...\$67,500.



32' CHALLENGER, 1974. Entire boat is in top condition. Ideal liveboard. \$43,800.



45' COLUMBIA, 1973. Well equipped. Owner very flexible, looking for immediate sale. So, make offer. Asking \$86,000.

### BROKERAGE BOATS

20' '45 SEACRAFT KETCH	\$4,400
21' '64 BB 11, from Norway	1,700
22' '76 CATALINA, tlr.	6,150
23' '47 BEAR, outboard	5,995
24' '65 TRIMARAN, glass	4,500
24' '66 COLUMBIA, full keel	5,500
24' '73 VENTURE, outboard, tlr	5,900
24' '67 NIGHTINGALE, full race	14,900
25' '73 BAHAMA, full keel	9,000
25' '61 SEXTANT, from Holland	9,800
26' '70 WESTERLY, bilge keels	17,950
26' '77 DAWSON, aft cabin	17,500
26' '76 S-2, trallerable, del	24,950
27' '69 SANTANA, Honda	13,500
27' '78 NEWPORT, like new	22,900
26' '68 TRIMARAN	9,500
26' '77 WESTSAIL, full cruise	46,900
28' '70 COLUMBIA, very clean	16,500
30' '75 CLIPPER MARINE	12,000
30' '76 CLIPPER MARINE	12,000
30' '73 CORONADO, reduced	20,900
32' '72 STEEL SLOOP, diesel	32,500
32' '74 CHALLENGER	43,800
32' '76 FUJI KETCH, del	46,750
34' '59 MAAS YAWL, from Holland	26,900
35' '74 VINDO	57,500
35' '74 CORONADO, del	39,000
36' '71 ISLANDER	57,500
36' '65 GARDEN KETCH	49,900
37' '76 GULFSTAR, excellent value	63,000
37' '75 SEA BIRD KETCH	67,500
40' '66 CHEOY LEE, offshore 40	59,500
40' '66 GARDEN KETCH	77,850
44' '73 ISLANDER	62,000
45' '73 COLUMBIA	86,000
45' '47 STEEL KETCH, from Canada	50,000
48' '17 STAYSAIL SCHOONER	47,500



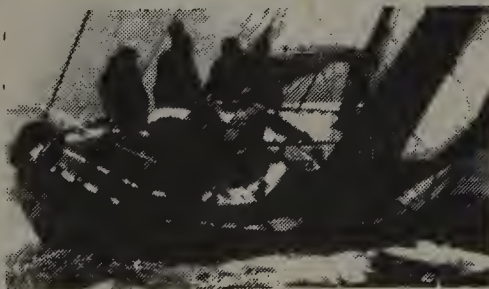
40' CHEOY LEE OFFSHORE 40. A true cruiser with full electronics, aft stateroom and full keel. ....\$59,500.



45' STEEL KETCH. Best value for the dollar on the Bay. Experienced World cruiser. ....\$50,000.



44' ISLANDER, 1973. Absolutely top condition throughout. Excellent liveboard with full cruising capabilities. ....\$62,000.



38' ISLANDER, 1971. 'Diana'. Full race equipped. Excellent record. \$57,500.



40' GARDEN KETCH, 1968. An impeccable yacht, loaded with proper cruising equipment. ....\$77,850.



# wave traders

1702 BRIDGEWAY BLVD., SAUSALITO CALIFORNIA 94965 - 415-332-9300



## — NEW SERVICE —

We now operate a haul out facility in San Rafael in addition to our store in Sausalito.

Many of you have used this yard in the past — it has been known as the Yacht Yard.

We have both travel lift and marine railway. The ways have been modified to enable them to haul Trimarans as well as conventional vessels up to 50 tons. We will continue to allow owners to work on their own boats or, upon request, we will provide painting and repair service of good quality at competitive rates. In either case, you can buy your paint and parts at Wave Traders prices. Call for an appointment now.

### RATES:

Travelift — \$2.50 per ft./\$10 per day lay days.  
Day in and day out don't count.

Ways — \$3 per ft. conventional vessels, \$3.50 per ft.  
Trimaran/\$15 per day lay days. In and out within  
24 hours no lay day counted.

## \$.50 per ft. PRESSURE CLEANING!

## SOME SPECIAL OFFERS GOOD THROUGH THE MONTH OF JUNE

Captain's Varnish, quart . . . . .	\$ 8
Silva Compasses . . . . .	.50
Metzler Inflatables — We have three boats left at the introductory prices:	
Maya . . . . .	684
Juca . . . . .	840
Brigant . . . . .	1,176

All boats include transom, oars, carry bag, pump and repair kit. Only these three at special price, but if you want another Metzler, we'll give you a good price.

### Yanmar Diesel Engines —

YSM8 — 8 hp, horizontal with flex mounts, flex coupling, shaft coupling, 35 amp. alternator, water mixing elbow, 2:1 reduction, reverse, hand and electric start. Total weight: 213 lbs. . . . .	All for \$1,785
YSB12 — 12 hp, equipped as above. . . . .	2,085
2QM15 — 15 hp, equipped as above . . . . .	2,580
2QM20 — 20 hp, equipped as above . . . . .	3,030

## Special Values

### New

Johnson Seilmaster 9.9, '79 model . . . . .	\$982
Honde 7.5, '78 model . . . . .	565
Velor cooker heater. . . . .	25
Metzler maya dinghy . . . . .	684
Duct tape, white or silver (roll) . . . . .	.6
Hi Seas Diesel Heater . . . . .	231
Aqua Guide R.D.F. . . . .	219
Gemtronics GT 1202S Recorder . . . . .	372
R.F.D. 6-men Life Raft . . . . .	1,100
Yanmar 2 QM 15-Diesel . . . . .	2,580
Yanmar 2 QM 20-Diesel . . . . .	3,030
Impulse 360 Fethometer. . . . .	249
3 wire, 30 amp. Shore Power Cable. . . . .	65/ft.
Silve Compasses. . . . .	54
½" Galv. Shackles. . . . .	.2
Stainless Scotch Boxes. . . . .	44
Deks Olje no. 1 . . . . .	14.95/gel.
Deks Olje no. 2 . . . . .	20.95/gel.
Interlux Polyceulk, 11 oz. . . . .	5.95

### Used

Lewmer 43, 2 speed . . . . .	\$160
Complete Electromarine D.S. . . . .	50
Seefarer D.S. Head only . . . . .	.5
Gemtronic Recording D.S. . . . .	200
Bronze 5½ x 12 Rect. ports . . . . .	50
12" die. wired porthole glass, each . . . . .	.4
Small boat binnacle compass . . . . .	125
Bronze Navy bidge pump . . . . .	30
2½" w/c Seacock with through hull . . . . .	185
Power Windless . . . . .	200
Pico Star Kerosene Lamp . . . . .	50
42 lb. Herreshoff anchor. . . . .	150
Lewmer 43 winch. . . . .	160

## Selected Brokerage Boats

24' C & C. . . . .	\$ 14,000
24' Gladiator . . . . .	6,700
26' Ranger . . . . .	15,500
27' Catalina . . . . .	15,000
27' Cheoy Lee Offshore . . . . .	22,500
27' Dufour. . . . .	29,500
28' Islander . . . . .	two from 30,950
30' Catalina . . . . .	32,500
30' Santana . . . . .	34,000
30' Spitzgatter . . . . .	20,000
32' Ansty Rustler . . . . .	43,500
32' Downeaster. . . . .	45,950
33' Alden Pinky . . . . .	24,900
33' Fjord Motorsailer. . . . .	59,000
33' Vanguard . . . . .	29,000
34' Hanna Ketch. . . . .	20,000
36' Cheoy Lee Clipper . . . . .	69,500
36' Islander . . . . .	53,000
40' Alden Motorsailer. . . . .	68,000
40' Newporter . . . . .	two from 55,000
42' CT. . . . .	two from 75,000
43' Gulfstar Trawler. . . . .	two from 115,000
45' Matthews Motorsailer . . . . .	32,000
33' Chris Craft . . . . .	46,500

## — SPECIAL ENERGY SAVER SERVICE —

If it is more convenient or economical for you to pick up your chandlery order in San Rafael, tell the folks at the store in Sausalito and you can take delivery at the Yacht Yard, 65 Canal Street. You can still call and place your order in Sausalito, but pick up at the location which suits your needs.